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On Cards

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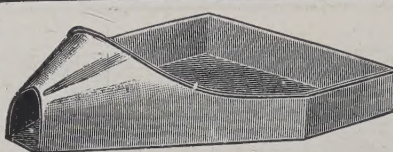
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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

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National Milling Co.
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DAILY FLOUR CAPACITY 4,000 BBLs.
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 Always in the market for milling wheat; ask for our daily bids.

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 Going some 1910. Started 1846.
 C. A. King joined angels 1893. Frank I. King still among the wicked. Our boy Solomon christened in 1892. Our little King joined gang in 1908. Our office force contains some veterans and more young colts. Our capital is not all wind. Send us your Chicago and Toledo orders for grain, clover seed and provisions. Get wise! Read our Specials. Be friendly. Write occasionally.

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IS OUR BUSINESS
 And we make a specialty of everything we handle. You will find it so by sending your business to
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of wheat, corn, oats and seeds will receive personal attention. We gladly wire what we can get, before selling. Good quick service assured on orders for futures—any market.

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The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

The book is made of heavy ledger paper and well bound in half Russia.
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No. 40 contains 36 pages, with spaces for registering 9,000 cars. Price, \$1.50.
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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

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Consign Your **LIVE STOCK** to
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Established 1876.

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CONSIGNMENTS SOLICITED

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WE HANDLE all kinds of grain and feed; also make a specialty of off grade and sample wheat, feed barley, kaffir corn, etc.

Correspond with us. Think it will pay you.

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41% protein, cotton seed meal, car lots and ton lots.

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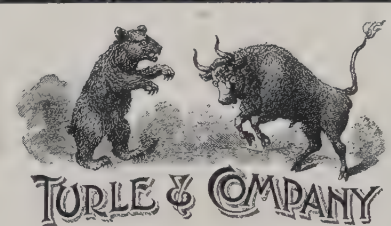
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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

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Wanted, a Good Corn Account



TUPLE & COMPANY
CAR LOTS
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IN and OUT of
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SHIPPERS of CORN AND OATS McCRAY, MORRISON & CO. KENTLAND, IND.

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Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
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An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold bushels of at per bu., to be delivered on or before It also certifies that he has received dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4½". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.

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ORGANIZED 1901

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Car Lots Only

Our manager has been buying grain in Pennsylvania since 1885

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CORN, OATS and RYE
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LET US HEAR FROM YOU

**I believe I will sell all
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time as I am getting
plenty of inquiries.**

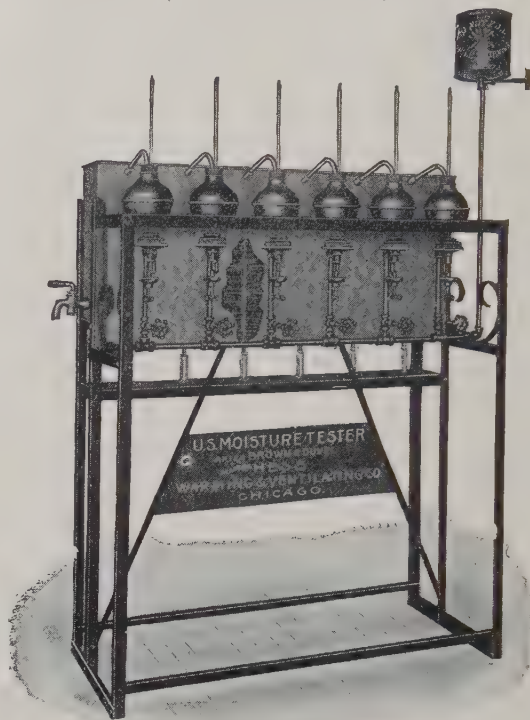
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**Breeder of Pure Seed Corn
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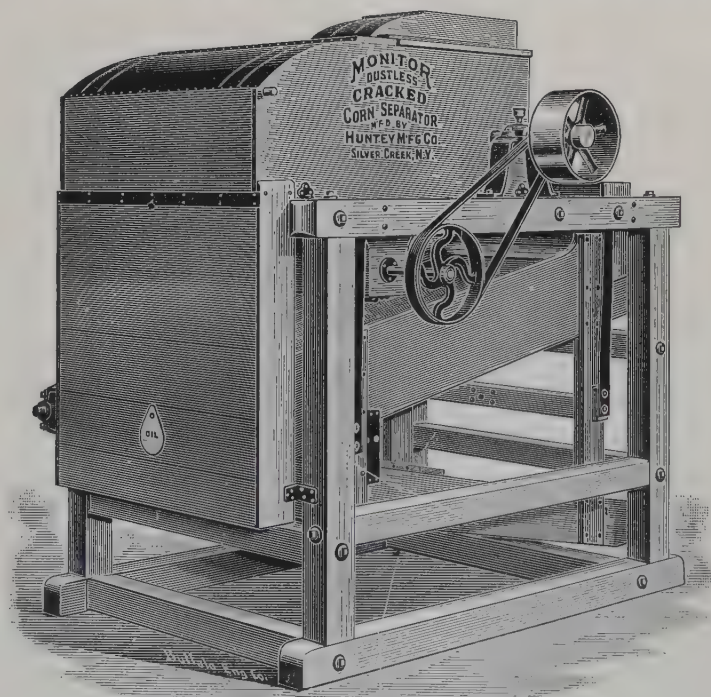
(After Brown and Duvel.)



For determining the percentage of moisture in all kinds of grain.
Write us for particulars.

HESS WARMING & VENTILATING CO., 907 Tacoma Bldg., CHICAGO
We also make Grain Driers

The Monitor Cracked Corn Separator



**This is the Original Combined
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If you wish to prepare straight or fancy grades of cracked corn for chick or poultry feed—perfect grades of table meal, feed meal or grits this machine will prove entirely satisfactory for these purposes.

Interesting testimonials and samples of work accomplished sent on request.

We Guarantee Results

Allowing 30 Days' Trial.

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Designer and Builder of
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Before Letting Your Contract for
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Get in communication with
PEERLESS CONSTRUCTION CO.
Successors to G. F. McCURLEY
Their prices are right. WICHITA, KANSAS

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FIRST-CLASS GRAIN ELEVATORS

Write us for particulars.
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We design and build grain elevators throughout the Northwest.
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Who Builds Right Kind
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Elevators in Wood and
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We Build

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Concrete Storage Elevator

in this country. Get our
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Successors to C. M. Forrest & Co.

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CONTRACTOR OF Grain Elevators.

Especially Designed for Economy
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THE SECKNER COMPANY

263 La Salle Street, CHICAGO, ILL.

WELL! WELL! WELL!

What about that modern Elevator.
Let your contract to

W. H. CRAMER, St. Paul, Neb.

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Best of references.

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We solicit your
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306 Corn Exchange

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REDUCE YOUR EXPENSE

bill, by having an Elevator that
does the work. I build and re-
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for plans and prices.

R. M. VAN NESS, Fairbury, Neb.

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The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

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for plans and estimates upon
modern grain elevators. Over
200 of our houses in operation.

You Know

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The Grain Dealers Journal
reaches them.

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Better *have*
YOUNGLOVE
 build your
ELEVATOR

than to wish you had.

Younglove Construction Co.

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Grain Elevators, Storage

Small elevators of concrete at a reasonable cost are now a possibility. Investigate the advantages. Our plans and estimates will interest.

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Grain Elevators, Flour Mills and Complete Plants for Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

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Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

WM. GRAVER TANK WORKS, East Chicago, Ind.

The P. H. Pelkey Construction Co.
 WICHITA, KAN.

are Builders, Designers and Engineers for
Grain Elevators, Mills, Warehouses, Etc.

None too large and none too small for us.
 We go anywhere in the United States.

**Manufacturer's Agents for all kinds of
 MILL and ELEVATOR MACHINERY.**

Let us figure with you if you are going to build a first-class elevator. We are always in a position to give you very prompt service. *Write us if Interested.*

GRAIN ELEVATORS

Should be built to hold all the grain put into them. Economical in operation. Equipped to do a large amount of work with a small amount of power.

WANT ONE?

Then write

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DESIGNER AND BUILDER

MINNEAPOLIS, MINNESOTA.

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Contractors and Builders of
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The three main things to be considered when building an elevator are: Prompt service, first-class job in every respect, and at prices that are right. You take no chances when dealing with us, as we guarantee our work.

Motto: Once a customer, always a customer.
 Plans, specifications and estimates furnished.

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DESIGNERS AND BUILDERS

206 Royal Building, MEMPHIS, TENN.

ALFALFA FEED MIXING PLANTS
 Machinery Equipments Furnished Complete

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 WAREHOUSES**

CONCRETE CONSTRUCTION

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Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF
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GRAIN ELEVATOR

Designing and Construction
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Plans and Specifications
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Plans and Specifications Machinery and Contracting. CHICAGO

Grain Storage Construction Company

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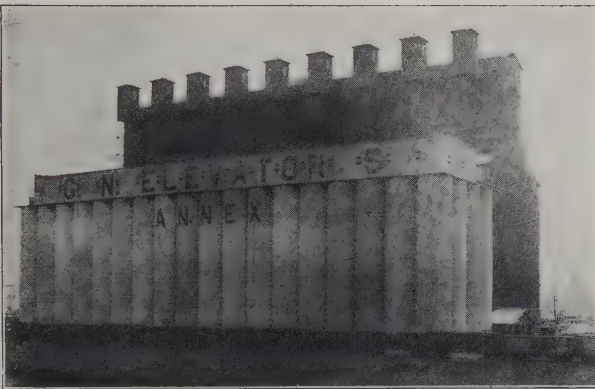
STEEL, GRAIN AND COAL ELEVATORS

Mutual Life Bldg., Buffalo, N. Y.

INVESTIGATE THE COST FIREPROOF ELEVATORS

WRITE US TO-DAY

MONARCH ENGINEERING CO.
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GREAT NORTHERN RY. CO. ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by

The Barnett & Record Company

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CONTRACTORS AND ENGINEERS

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of GRAIN ELEVATORS In All Parts of the World



Extensive additions to the Washburn-Crosby Co.'s plant, Buffalo, N. Y., consisting of 6,000 Barrel Flour Mill, Million Bushel Concrete Grain Storage and 600 Foot Dock.

This is another case where preference was given concrete over tile construction. (Note tile storage tanks in the rear).

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We also do General Contracting and have Offices in the following cities.

Write or call on any of them.

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Pittsburg, Pa., Westinghouse Bldg.
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Canadian Stewart Co., Ltd., Montreal,
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Designers and Builders of

Modern Grain Elevators

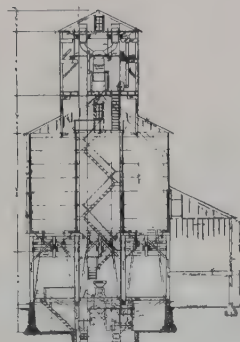
Concrete or Wood

Transmission Experts

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CHICAGO, ILL.

MODERN GRAIN ELEVATORS



We have every facility for planning for anyone desiring a modern grain elevator, complete working plans and specifications.

It is cheaper to make changes on paper than after the building is completed.

However, if your building does not suit you or it needs modernizing, we can show you how to do it best.

Write us for particulars.

RELiance CONSTRUCTION CO. 625 Board of Trade, Indianapolis, Ind.



"EUREKA"

Patented Grain Dryer, Cooler and Conditioners



READ WHAT A USER SAYS:

Wichita, Kans., Sept. 15.

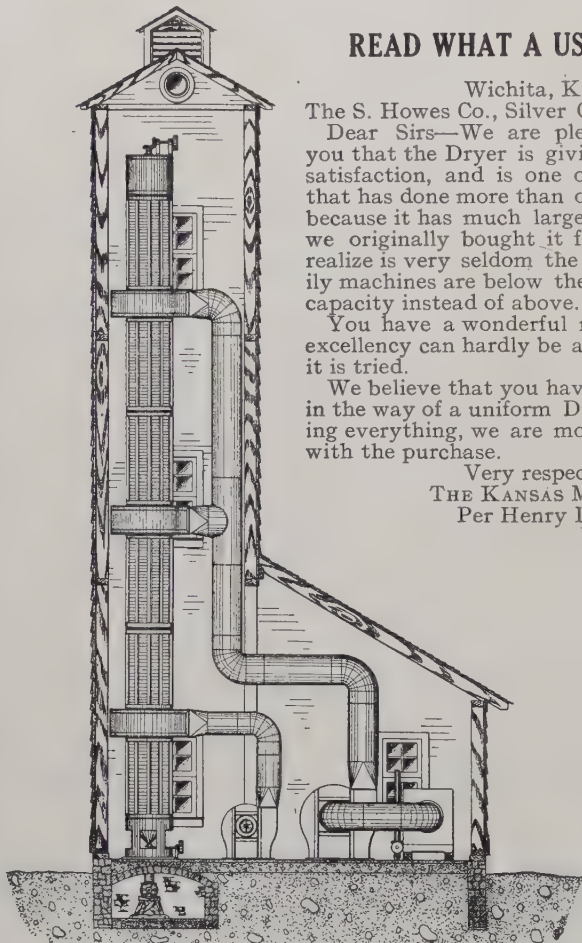
The S. Howes Co., Silver Creek, N. Y.

Dear Sirs—We are pleased to inform you that the Dryer is giving us excellent satisfaction, and is one of the machines that has done more than our expectation, because it has much larger capacity than we originally bought it for, and this we realize is very seldom the case. Ordinarily machines are below the rating of their capacity instead of above.

You have a wonderful machine and its excellency can hardly be appreciated until it is tried.

We believe that you have no competitor in the way of a uniform Dryer. Considering everything, we are more than pleased with the purchase.

Very respectfully,
THE KANSAS MILLING CO.,
Per Henry Lassen, Pres't.

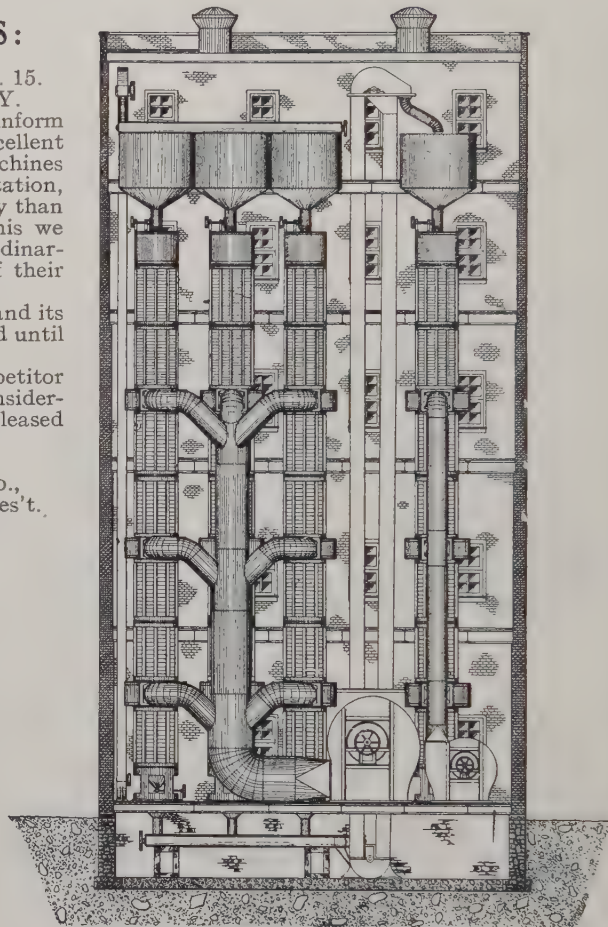


"EUREKA" PATENTED GRAIN DRYING COOLING AND CONDITIONING SYSTEM

Capacity 1,500 to 2,000 Bushels Wet Corn per day, (of ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap, and Air Piping.

Automatic and Continuous in operation as Dryer and Cooler.



"EUREKA" PATENTED GRAIN DRYING COOLING AND CONDITIONING SYSTEM

Capacity, 5,000 to 10,000 Bushels per day, (ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap and Air Piping.

Automatic and Continuous in operation as Dryer and Cooler.

Three Columns used for Drying; one Column for Cooling.

The user of the above system says: The Howes Dryer is the best on the market, gives entire satisfaction, and will do all that The Howes Company claim for it.

SOLE MANUFACTURERS

THE S. HOWES CO.

Originators of the Highest Grade of Grain Cleaning Machinery

"Eureka Works:" Silver Creek, N. Y.

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WM. WATSON, P. O. Box No. 740, Chicago, Ill.

E. A. PYNCH, 311 Third Ave., South, Minneapolis, Minn.

J. Q. SMYTHE, Hotel Savoy, Kansas City, Mo.

W. M. MENTZ, Green's Hotel, Philadelphia, Pa.

UNION ENGINEERING CO., 1616 Columbus Road, Cleveland, Ohio



**We are Large Manufacturers of
Steel Roofing, Corrugated Iron, etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**Sykes Steel Roofing Co.,
CHICAGO, ILL.**

Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

**The Strong-Scott Mfg. Co.
Minneapolis, Minn.**

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

**GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.**

YOU'LL NOT REGRET IT



Equip your house with one of our

IMPROVED NEW ERA PASSENGER ELEVATORS

Many Exclusive Features
It will surprise you to learn the small cost.

At our factory where these good little machines are made, Hand Elevators, Dumb Waiters and Freight Elevators are also made by the scores.

We can please you.

Write for descriptive matter.

**SIDNEY ELEVATOR MFG. CO.
SIDNEY, OHIO**

CYCLONE BLOW PIPE CO.

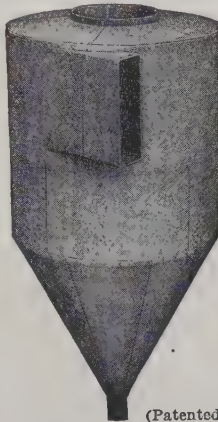
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low
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CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—*The Mechanical Engineering Dept., University of Michigan.*



**THE
"New
Cyclone
1905"**

Manufactured Exclusively by

**The Knickerbocker Co.
JACKSON, MICH.**

"WE SOLD THE CLEANER"

MEMBERS TEXAS GRAIN DEALERS ASSOCIATION
ROBINSON'S CODE

Early Grain & Elevator Co.

SUCCESSORS TO

Early Grain & Hay Co.

ALLEN EARLY, MGR.

AMARILLO, TEXAS

12/17/09.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

Please discontinue our ad with you. We
sold the cleaner on the 1st insertion of the ad.

Yours truly,

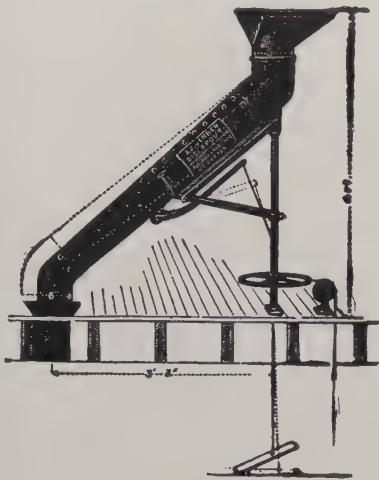
EARLY GRAIN & ELEV. CO.

To sell "used" elevator machinery of any kind, there is no better way than a "Wanted" or "For Sale" advertisement in the GRAIN DEALERS JOURNAL, Chicago, Ill. Cost is only 15 cents per type line per insertion.

GOOD EQUIPMENT

is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

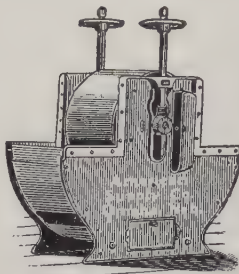
The Gerber Improved Distributing Spouts are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



I make a Specialty of Elevator and Mill Spouting Write for Particulars

J. J. GERBER, MINNEAPOLIS, MINN.

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

Heavy and substantial, no better made.

Size cups	Net price	Size cups	Net price
8x5	\$13.50	11x6 or 7	\$19.50
9x5	15.00	12x6 or 7	22.50
10x5 1-2	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

HONESTLY The King Buckhorn Machine

Will separate Buckhorn, Ripple and other foul seeds from Clover seed and Alfalfa.

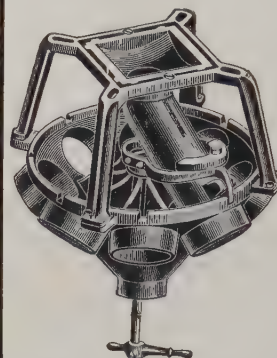
We build machines in four sizes, all of which have the same standard of efficiency, but vary in capacity according to size. We will gladly offer you any assistance possible, in determining what the value of one of our machines will be to YOU.

We will send to you upon request our BOOK-LET which contains a full detailed description of all models, your inquiry shall have our prompt attention.

J. M. KING & SON
and LONDON CANADA NORTH VERNON, IND.

The Design of Hall Distributors

is as near PERFECTION as a mechanical proposition can be



If you want an efficient, economical and accurate Grain Distributor, get the

"HALL"

It has the endorsement of the trade and of individuals. It is easily handled, very durable and occupies but little space.

HALL DISTRIBUTOR CO.
222 Range Bldg. Omaha, Nebr.

SCOOP-TRUCK

Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' "Please ship us another with as little delay as possible."

Price \$10.00
F. O. B. Factory

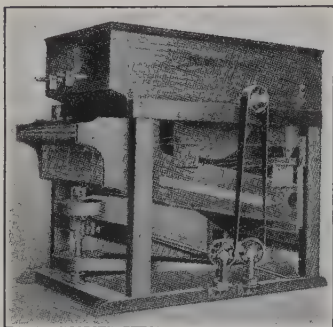
**Detroit
Scoop-Truck Co.**

2225 W. Jefferson Ave.,
Detroit, Mich.



Huron Milling Co.
Harbor Beach,
Mich.

WOLF Gyratory Receiving Separator



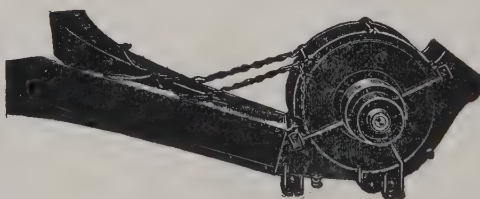
¶ Successfully used everywhere in mills and elevators.

¶ The simple Gyratory Motion is the most effective principle in cleaning grain.

¶ Built for continuous service.

THE WOLF COMPANY
CHAMBERSBURG, PENN., U. S. A.

Would You Ask Anything Fairer Than This?



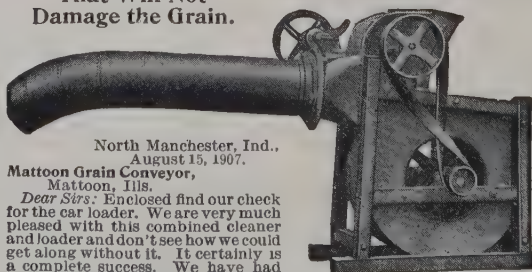
When writing for information state about how many bushels per minute you wish to load. We carry all sizes in stock and fill orders promptly.

MAROA MANUFACTURING CO.,

MAROA, ILL.

We are so confident our car loaders will please you that we will be glad to ship you one on trial. Test it thoroughly and when you are convinced it is what you want, send us your check for it, or if you are not satisfied with it write us for shipping directions so it may be returned at our expense. You will be the sole judge and we will not be there to insist on your keeping it should you want to send it back, but we think you will part with the price before you will give up the machine, at least not one of those we shipped last year has been returned to us.

**The ONLY Car Loader
That Will Not
Damage the Grain.**



North Manchester, Ind.,
August 15, 1907.

Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

COMBINED Grain Cleaner and Pneumatic CAR LOADER

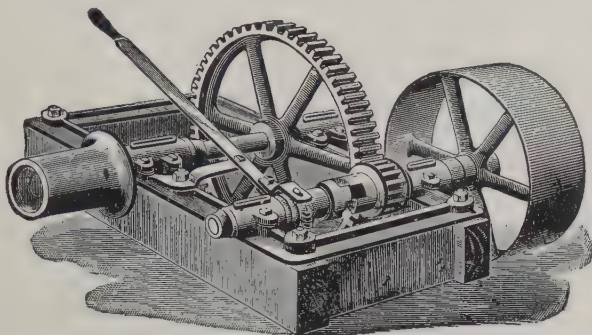
**The ONLY Machine
that Will Clean and Load
at the Same Time.**

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.

OUR CAR PULLERS MAKE GOOD

We manufacture every style of car pulling device



WHEN IN THE MARKET
FOR

Link Belting	Rubber Belting
Sprocket Wheels	Elevator Buckets
Spiral Conveyor	Loading Spouts
Rope Sheaves	Transmission Rope
Shafting, Boxes	Hangers
Friction Clutch Pulleys	Boot Tanks
Engines and Boilers	

WRITE US

LINK-BELT SUPPLY COMPANY

MINNEAPOLIS, MINN.



When in need

of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the **General Northwestern Agents** for the following well known high grade lines:

The Sonander Automatic Scales
"The Standard" Scales
The Foss Gas, Gasoline and Producer Gas Engines
Skinner Automatic Steam Engines
Bates Corliss Heavy Duty Engines
Frost Engines and Boilers
Smith-Vaile Steam and Power Pumps
Chain Belt Concrete Mixers
Clyde Hoisting Engines
Cookson Feed Water Heaters
Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery
Blue Thread Brand Transmission Rope
Diamond Rubber Co.'s Line
Engineers' and Electrical Supplies
Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

Power Equipment Co., Minneapolis

ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG
OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO U.S.A.

Mt. Pelee Hocking—

is **rescreened** and the best domestic soft coal to handle.

WRITE TO

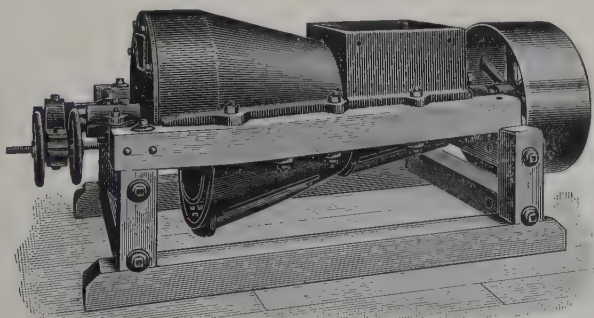
OHIO & MICHIGAN COAL CO.

Miners and Shippers.

Anthracite and Bituminous Coal

Main Office: DETROIT, MICH.

We can furnish you with any style or make of warehouse corn shellers at best prices



Corn, Oats and Wheat Cleaners

Wagon Dumps, Man-Lifts, Elevator Boots and Heads, B. S. C. Chain Feeder and Drags, Cast Iron Turn Heads, Flexible Loading Spouts, anything and everything to make you a prosperous and glad New Year.

Write for catalogue and new prices.

B. S. CONSTANT CO., Bloomington, Ill.



NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.

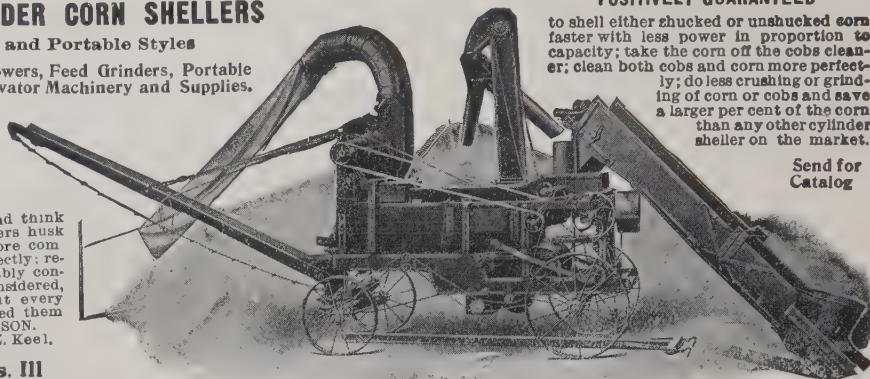
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.

By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill

Branch Houses and General Agencies at Principal Distributing Cities.

**POSITIVELY GUARANTEED**

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for Catalog

Buffalo Grain Tester**With Buffalo Filler**

BUFFALO SCALE COMPANY BUFFALO, N. Y. CHICAGO NEW YORK

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of net bus. Wheat to be stored and insured under following conditions, etc.

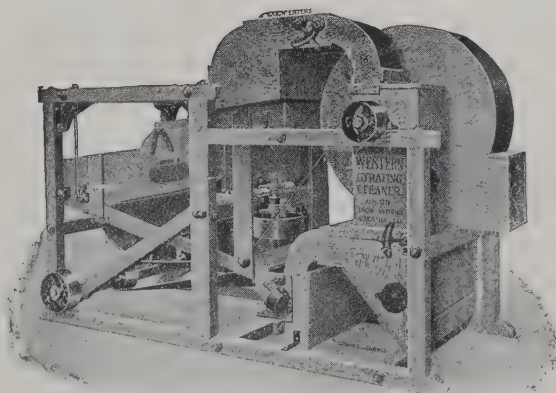
The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL

255 La Salle St. CHICAGO, ILL.



YOU ARE THE LOSER if your grain does not grade as it should.

WE CAN HELP YOU if you will take our advice.

INVESTIGATE YOUR EQUIPMENT; unless your machinery is first-class, you cannot expect to handle your product economically or have it leave your elevator in good condition.

A "WESTERN" Gyrating Cleaner is the machine you need to get the best results. It handles all kinds of grain; requires less floor space than any other cleaner of equal capacity; easy to install; even balance; simple of construction; nothing to get out of order.

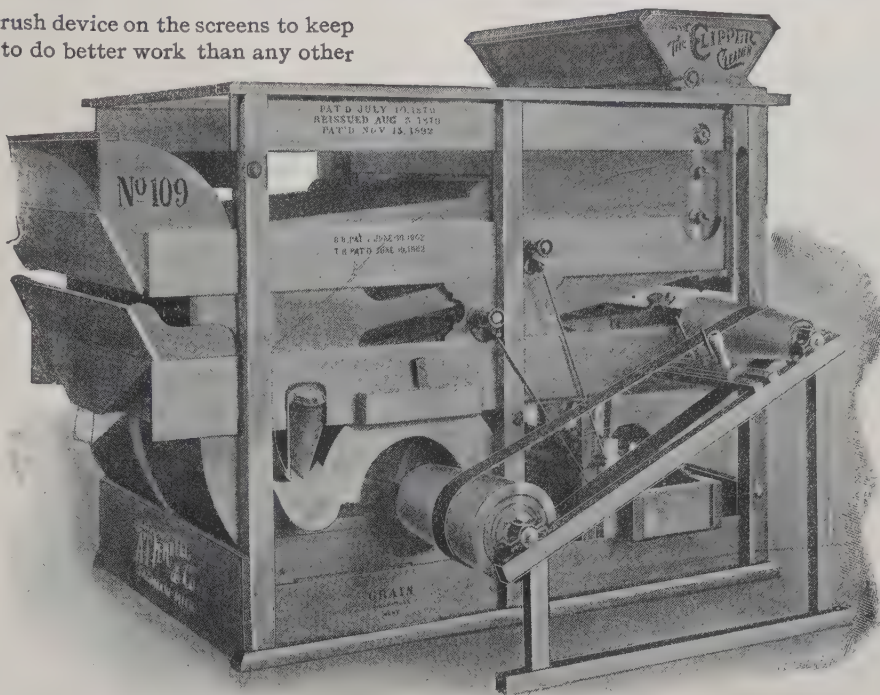
WRITE TODAY FOR FURTHER PARTICULARS

Union Iron Works, Manufacturers of **"Western" Elevator Machinery**
Decatur, Illinois

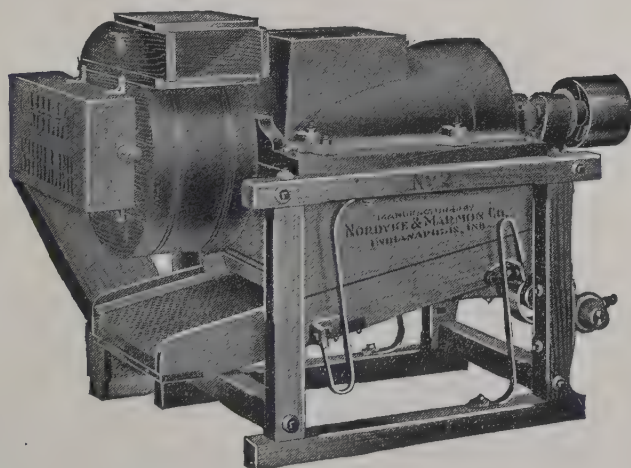
The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.



MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

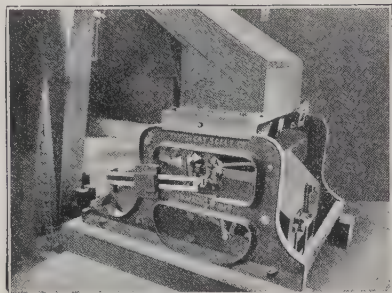
NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

FIRST



IT
SPEAKS
FOR
ITSELF

NEW COMPENSATOR

For particulars and other reasons why the
AVERY SHOULD BE YOUR SCALE
WRITE TODAY

AVERY SCALE CO.
NORTH MILWAUKEE, WIS.

BRANCHES:

New York
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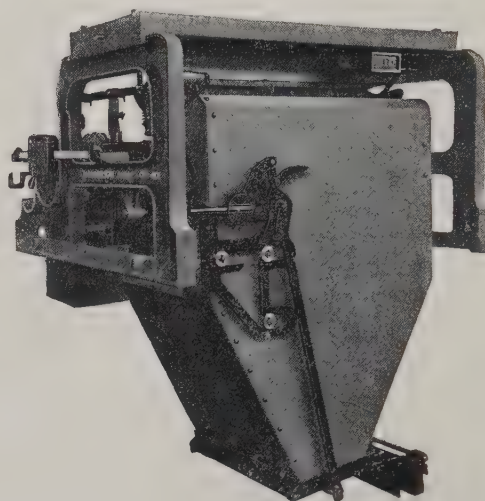
WHAT'S THE USE OF TALKING

The Only Scale you want in your elevator is one that won't pass grain un-registered if a corn cob or chunk of wood is caught as the feed gate closes.

That Scale is the **Richardson automatic 1910 model.**

The only cob proof Scale made.

You can't match it for simplicity.



It is the heaviest and most durable made—yet it goes in small space. It is also proof against accidental or intentional discharge of the hopper during the filling.

It's accuracy will fill your soul with joy.

RICHARDSON SCALE COMPANY
6 PARK ROW, NEW YORK

122 Monroe St.,
CHICAGO, ILL.

415 Third St. South,
MINNEAPOLIS, MINN.

RECEIVING AND
STOCK BOOK.

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs. price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 3200 wagon loads.

Order Form 321. Price, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle Street,
CHICAGO, ILL.

SOLID WOVEN SEAMLESS
RUBBER BELTING

That cannot separate in the plies or split in the seams.

When you are in need of a leg or conveyor belting you should investigate

"R. F. & C." BELTING

(Rubber) (Filled) (Covered)
TRADE MARK Registered U. S. Pat. Office

and **"R. F." BELTING**

(Rubber) (Filled)
TRADE MARK Registered U. S. Pat. Office

This belting is a **solid woven** cotton fabric, rubber-filled and covered, built up in looms on scientific principles, whereby a **maximum** of strength and **minimum** of stretch is obtained and is in **every feature superior** to old style cemented ply rubber belting as well as cotton or canvas belting. It is not affected by atmospheric conditions—it has greater pliability, resulting in better pulley contact and more power than any other belt.

"R. F." and "R. F. C." Solid Woven Belting is now in use in a large percentage of Elevators in the United States and Canada, is recognized by progressive Elevator builders and operators as the most economical and satisfactory belt to be had for leg or conveyor work.

If interested and you want the best, write us for particulars and samples.

Every user of this belt is a booster for it.

W. H. Salisbury & Co., (Inc.)

Established 1855

166-168 Wabash Avenue

CHICAGO

User's Approval the Best

Below we give the names of some Indiana users of our Reliance Automatic Dump Controllers, who will be glad to tell you of the merits of this device:

Melrose Milling Co., Princeton, Ind.
Miller & Walker, Flora, Ind.
The Mull Grain Co., Morristown, Ind.
Pence & Goodwine, Pence, Ind.
Summers Bros., Ambia, Ind.
Wm. Suckow, Franklin, Ind.
Azra Smith, Sheridan, Ind.
Thornburg Mfg. Co., Martinsville, Ind.
A. D. Toner, Kewanna, Ind.
Trafalger Ele. Co., Trafalger, Ind.
David Unger, & Son, Russiaville, Ind.
Webber & Purviance, Huntington, Ind.
J. W. Witt, Lebanon, Ind.
Brooklyn Lumber and Gr. Co., Brooklyn, Ind.
Bell & Greenwood, Atkinson, Ind.
Catron Bros., Flora, Ind.
A. B. Cohee, Bringham, Ind.
Donlin & Ryan, Delphi, Ind.
Co-Op. Eltr. Co., Rockville, Ind.
And many others,

Write us for the names of users in your vicinity

Reliance Construction Co.
INDIANAPOLIS, IND.

Grain Testers Flax Scales

Wheat, Flax and Seed
Testing Sieves are
needed now.

Send Us Your Order.
Complete Line Prices Right

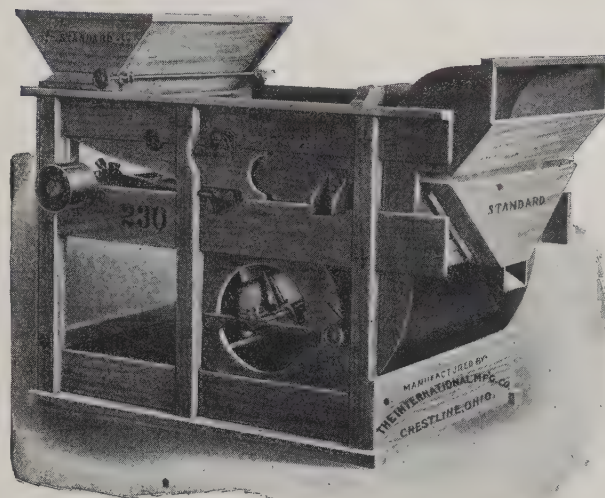
**GRAIN DEALERS
SUPPLY CO.**

Minneapolis - Minn.

The **NATIONAL** is a well balanced scale. Every part works together without the usual fuss made by the ordinary automatic scale. It is built for service. Every weighing is accurate and positive, no matter how irregular you may elevate. Straws, cobs or any trash that may be elevated will not stop the **NATIONAL**. By all means see a 1910 **NATIONAL** before placing your order for an automatic scale. Write at once to the

NATIONAL AUTOMATIC SCALE CO.
BLOOMINGTON, ILLINOIS.

THE STANDARD AUTOMATIC VIBRATOR



This is a new patented cleaning device, simple in construction and positive in operation.

It is found only in the

Standard Cleaners

It can be regulated to deliver a variable stroke without stopping the machine.

By many trials it has been thoroughly tested and has always given complete satisfaction.

The construction and method of operation eliminates all wear on the screen and absolutely prevents the screens from being clogged.

Write for further particulars.

INTERNATIONAL MANUFACTURING CO., Crestline, O.

H. W. JOHNS - MANVILLE CO.

ASBESTOS AND MAGNESIA COVERINGS, ROOFINGS, PACKINGS, FIRE-PROOF AND
COLD STORAGE INSTALLATION, ELECTRICAL AND PLUMBERS' SUPPLIES ETC.
SEND FOR CATALOG - OFFICE AND WAREHOUSE IN EVERY LARGE CITY.

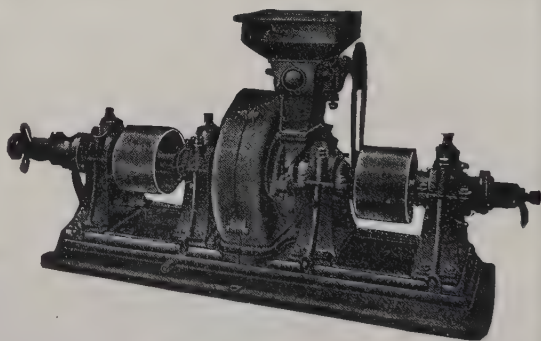
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. WRITE US

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING
(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana

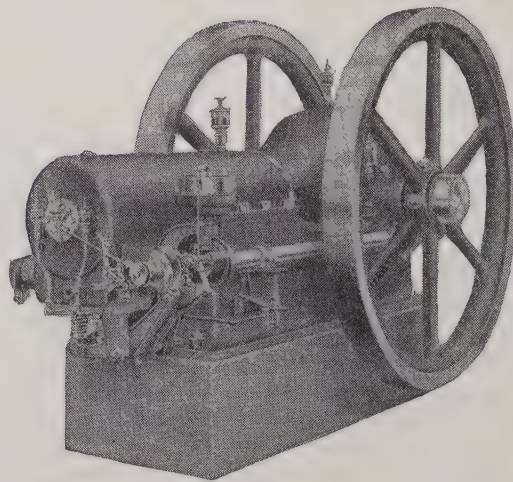
FEED MILLS



YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

The Field Gasoline Engines



We do not solicit patronage where price is the only consideration.
"We are in the field for business and there is business in the FIELD."

Write for our Catalog, it tells the facts.

THE FINKBEINER, TURNEY CO., Freeport, Ill.

COAL SALES BOOK Form 44. FOR RETAIL COAL DEALERS.

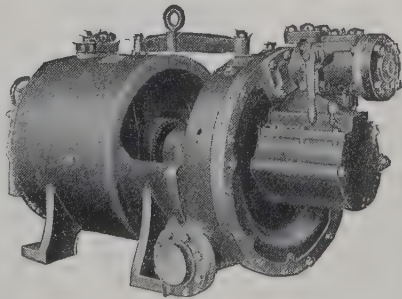
It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8½ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

When electric light is wanted—
Wherever boilers are used—
Where electric Central Station service is not available—



The ideal current source is a Curtis Steam Turbine Generator

No matter where your plant is located or how much or little work it does in a day—it needs electric light. Little planing mills as well as immense plants in the big lumber producing districts have need for the best light



The best light is electric light—the way to produce it is by means of a Curtis Steam Turbine Generating Set. Great economy—great convenience—great satisfaction—all accompany its use.

Curtis Steam Turbine Generating Sets are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.

General Electric Company

Principal Office, Schenectady, N. Y.

New York Office, 30 Church St.

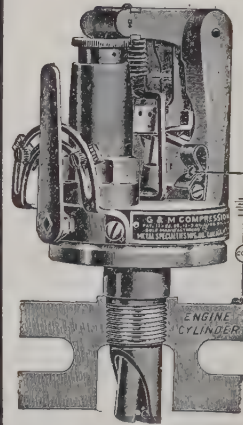
Chicago Office, Monadnock Bldg.

Sales Offices in all Large Cities.

2009A

G. & M. Compression Igniter

A Revelation In Gas
Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We can save you
MONEY, TIME
AND TROUBLE

A. H. McDonald, the gas engine man, Chicago, wrote us January 4th, 1908, as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

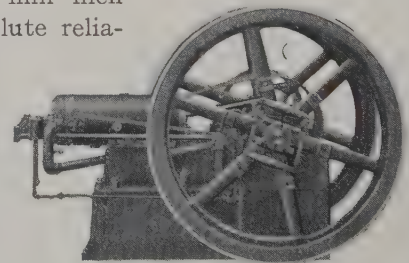
If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

METAL SPECIALTIES MFG. CO.

427 W. Randolph St., Dept. G, Chicago, Ill.

Reliable Powers for Elevator Use

Elevator and mill men must have absolute reliability in their powers. Not only reliability but ever-readiness, economy, and every other power requisite goes with



I. H. C. Gasoline Engines

Strong, simple, easy to understand and operate. The many styles and sizes adapt them to use in elevators, warehouses, feed mills and all branches of the grain trade.

For catalogue and all information address

**International Harvester Company
of America**

(Incorporated)

21 Harvester Bldg.

Chicago, U. S. A.

WITTE ENGINES

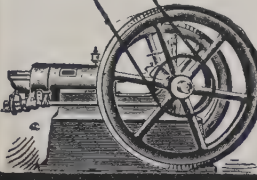
USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

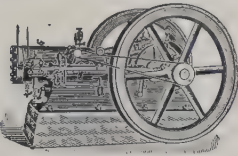
FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

WITTE IRON WORKS CO.
526 W. 5th Street KANSAS CITY, MO.



GAS ENGINE ECONOMY



This is the age of economy and buyers of gasolene engines would do well to study this question closely.

A great saving in running expenses can be made by having an engine of the right h. p.

If the engine is too large power will be wasted; if too small it will fail to do the work. To

SAVE RUNNING EXPENSES

the engine should be right in speed and h. p.

My twelve years experience in handling gasolene engines has taught me many lessons, and this experience I offer free to all who buy engines from me.

If you need a new engine, or, if your power fails for any reason.

Write to me.

A. H. McDONALD,

549 Munroe St.

Chicago, Ill.

Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

The Practical Gas Engineer, by E. W. Longanecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Handbook, by E. W. Roberts, Price, \$2.00.

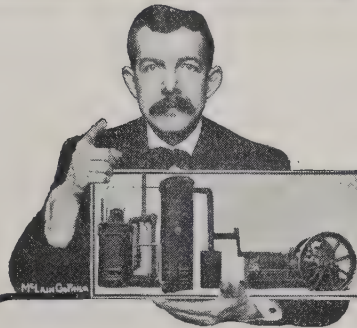
Gas Engine Troubles and Remedies, by Albert Stritmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

Grain Dealers Journal

255 La Salle Street, Chicago, Illinois



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Aren't you looking for real economical and dependable motive power to operate your mill or elevator? Then don't neglect to investigate the advantages of an

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No matter what your past experience may have been with gasoline engines, if you'll send us your name, and conditions under which they must work, we'll mail you catalogs and testimonial letters from some of your neighbors and competitors that will convince you that the "OTTO" will solve your troubles.

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Gentlemen—Some time ago we ordered and received from you 200 lbs. of Calcium Magnesium Chloride and along with our order we sent you \$2.00. Enclosed please find draft for balance, which is \$2.00. The solution is certainly fine and we do not have any bother with frozen tanks any more,

Yours truly,
(Signed) FARMERS ELEVATOR CO., per Nels Hintze, Mgr,

KIELGASS-LEHMAN CO., 208 Kinzie St., Chicago, Ill.

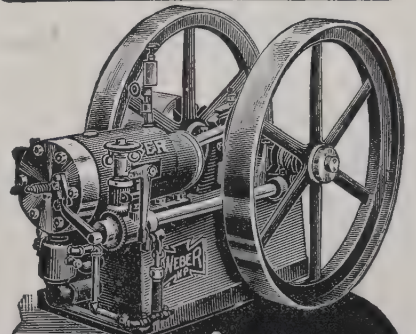
Pukwana, S. D., Jan. 4, 1910.

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Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. Send for it. Horizontal and vertical 2 to 500 HP.

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Some of its special features are—underground gasoline reservoir for main gasoline supply—gasoline pump, pumping supply to engine; surplus returning to reservoir—electric igniter—heavy and rigid construction (see cut)—a perfect control governor by which the operator can change speed instantly—all parts easy of access and guaranteed interchangeable.

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We make a specialty of heavy duty, distillate or producer gas engines, 50 to 400 h. p., especially adapted to generating power for millers—operates at very low cost—cost of power for milling one barrel of flour 2 1-2c—fewer working parts than any other—design and workmanship of highest order

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ELEVATORS FOR SALE.

MY ELEVATOR IN IOWA for sale or lease. Good reasons for selling. Address Chance, Box 3, Grain Dealers Journal, Chicago.

MILL & ELEVATOR in Central Indiana. First class location. Address Central Indiana, Box 2, Grain Dealers Journal, Chicago.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

ONLY GRAIN AND HAY ELEVATOR with feed mill and rolls within 40 miles located in Southwestern Ohio for sale. Price \$40,000. Address National Mill Exchange, New Philadelphia, Ohio.

ELEVATOR, FEED MILL & HOME for sale. Doing good business; splendid opportunity for right man. Price \$4,000. For full particulars address Field, Box 11, Grain Dealers Journal.

NORTHERN INDIANA ELEVATOR for sale. Finely equipped; in splendid grain country; implement business in connection if desired. Will consider farm in part payment. Frank A. Turner, Valparaiso, Ind.

65,000 BU. CAPACITY ELEVATOR handling 200,000 per year. No competition. Located in Central Ill. town of 600. Address "Illinois," Box 2, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR for sale. 45,000 bu. capacity elevator; one of the best shipping points in No. Dak. on Soo Line. May trade for western No. Dak. land. Address T. H. K., Box 2, Grain Dealers Journal, Chicago.

MODERN N. DAK. ELEVATOR for sale. Capacity 40,000. In best of repair; nearly new. Business good for 100,000 bu. Going out of business. Easy terms. Address G. A. R., Box 2, Grain Dealers Journal, Chicago.

75,000 BU. ELEVATOR for sale, including coal sheds. Located in very best part of Central N. Dak. on Soo R. R. A big money maker. Have to sell on account of sickness. Address N. D., Box 1, care Grain Dealers Journal, Chicago.

GOOD 7 M. ELEVATOR and coal business for sale or trade. Only elevator and coal business in town. Located on G. I. and B. & M. Good location for lumber yard and live stock dealers in connection. Other business reason for selling. Fairchild Bros., Endicott, Nebr.

A 35M ELEVATOR located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200 M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE—Doing good business. Splendid opportunity for right party. Address Hill, Box 2, Grain Dealers Journal, Chicago.

30,000 BU. ELEVATOR located good town Western Indiana for sale. Good corn crop. Address X. Y. Z. Box 5, Grain Dealers Journal, Chicago.

FOR SALE—ELEVATOR at a good grain point within 100 miles of Chicago. Extra bargain. Address A. B. S. Box 1, care Grain Dealers Journal, Chicago.

MODERN NO. INDIANA ELEVATOR on two railroads, in full working order, for sale. Has capacity of 22,000 bu.; 25 H. P. Olds gasoline engine and up-to-date equipment throughout. For full particulars address Vern, Box 12, Grain Dealers Journal, Chicago.

ELEVATOR AND LUMBER YARD for sale. Located in small central Iowa town. Good territory, no competition. Stock \$5,000.00. Plant \$3,000.00. Sales \$15,000.00. Handle 50-75,000 bushels grain. Satisfactory reason for selling. If interested, address Ola, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR AND COAL BUSINESS in Corn Belt of Iowa for sale. Annual shipments average 200,000 bu. Located on main line road. Modern plant, gasoline power. No better point in the state. Address G. T. W., Box 2, Grain Dealers Journal, Chicago.

A GOOD LOCATION FOR AN ELEVATOR for sale, about 40 miles from Indianapolis, Ind., handling 150,000 bus. of grain annually. We have new office fixtures, scales, new sheller, gasoline engine, 8 H. P. and grinder. Good reason for selling. Address B. & W., Box 2, Grain Dealers Journal, Chicago.

LINE OF ELEVATORS in Southwestern Minnesota for sale. Doing a good business. Local and crop conditions never better. Houses all in good repair, equipped with good machinery. Line always been a money maker. Full particulars on application. Address Minnesota, Box 6, Grain Dealers Journal, Chicago.

KANSAS ELEVATOR FOR SALE—10,000 bu. capacity. Located on Mo. P. R. R. & U. P. transferred. Wheat and corn belt, handles 100,000 bu. annually. No competition. Only elevator, town population 500. About 85% of crop in farmers hands. 60 days grace sale. Answer quick, snap. Address M. P. T., Box 2, Grain Dealers Journal, Chicago.

25,000 BU. ELEVATOR for sale. Nearly new, cribbed and modern in every way, equipped with dump scales; gasoline engine and cleaner, large office; located in the best grain producing part of Minn. in a good little town, one other elevator, good competition; price \$4,200.00; reason for selling, have other interests. Address B. Box 10, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR AND LUMBER YARD doing good business in Northern Iowa. Splendid opening for right man. Write at once if you want an unusual opportunity. Address Mac, Box 11, Grain Dealers Journal, Chicago, Ill.

WE OFFER THE BEST ELEVATOR bargain in the state of Indiana for \$5,000.00. Only elevator at station on R. R. Fine town, 1,200 population. Good productive land with large territory. Good school & college, 3 churches, one bank, paved streets. Handling over 100 cars; everything correct. Come or write me, J. F. Pearson, Chalmers, Ind.

ELEVATOR FOR SALE—You can buy a good elevator with two corn cribs in a large farming territory in S. Dak. on G. N. Road; only two elevators in town. Also do good business buying hogs and cattle. No competition. Poor health, retiring from business reason for selling. Address South, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR, GRIST MILL, CIDER MILL and vinegar factory, all connected, situated in Eastern Kansas in a fine, thriving country; the only plant of its kind within a radius of 15 miles; gas power; good shipping point on A. T. & S. F. R. R.; good money maker; also 6 lots of ground adjoining buildings and depot; sidetrack to mill door; owner leaving for Europe. For further information address, Star, Box 9, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND LUMBER YARD for sale. Located on the B. & O. S. W. R. R. Central Ill. Handle about 125 M. bus. of grain, 75 cars of hay, 40 cars of coal and 30 cars of lumber during the year. Capy. of elevator 25 M. bu. 25 H. P. gasoline engine, modern equipment. Price \$8,500.00 for elevator, lumber sheds and real estate, the lumber will invoice about \$7,000.00. This business has been a money-maker and will bear close investigation. Address E. H., Box 12, Grain Dealers Journal, Chicago.

NEW GRAIN ELEVATOR AND 8 coal sheds in Northwestern Ohio for sale or rent. Capacity 15,000 bushels, handles 125,000 bus. of grain annually, also coal, feed, hay, seeds and wool. Will sell or rent with privilege of buying, or if right man is found will furnish elevator and let him run it on joint account. Rent must be cash in advance and if subsequently purchased, first year's rent can apply on the purchase price. Elevator situated in town of 1,200 people. Also have for sale 120 acres of land in Northwestern Ohio within one mile of electric line. Level black ash land, all cleared, no stumps; raised over \$3,000 worth of crops last year. Fair house and barn. Will sell at \$100 per acre subject to renters lease for 1910. Over 1,200 acres adjoining. This land sold recently at \$117 to \$155 per acre. For particulars on either of these snaps, address D. A. Baker, Butler, Ind.

ELEVATORS WANTED.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ills.

ELEVATOR IN EASTERN INDIANA wanted in good corn and wheat territory. Address Rush, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED — Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. Kester & Estey, Casstown, Ohio.

WANTED IN NO. CENTRAL OKLA. one or more good elevators. Full particulars first letter. Address C. G. C., Box 2, Grain Dealers Journal, Chicago.

ELEVATOR WANTED handling 100,000 bu. or above annually. Prefer station with one elevator. Address Herman, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR WANTED. Western Ohio or Eastern Ind. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

WANTED ELEVATOR handling one hundred thousand. Give description and price in first letter. Address H. S. H., Box 1, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in good country where plenty of grain is raised; do not care whether it is much of an elevator or not, can make a good one out of it. Prefer Indiana or Illinois. Address E. W. Ball, Rushville, Ind.

WILL EXCHANGE MY EQUITY of \$4,500.00 in a well improved farm of 160 acres, 50 miles west of Minneapolis, for an up to date, well equipped elevator within 50 miles of Minneapolis and a good grain point. Address Box 794, Osage, Iowa.

BUSINESS WANTED.

I WANT TO BUY a good business or farm from owner for cash. Give particulars and price. Address Box 5951, Cherry Valley, Ill.

MEMBERSHIP FOR SALE.

FOR SALE—A seat on the Winnipeg Grain Exchange, Winnipeg, Canada. Box 33, Carberry, Manitoba, Canada.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange
MILLS AND ELEVATORS

ELEVATOR BROKERS.

OUR LIST OF OKLAHOMA MILLS and elevators is worth looking over carefully before you buy. Write us. Oklahoma Elevator Brokers, Sapulpa, Okla.

WE HAVE a few splendid openings to build elevators and feed mills in new towns and get in on the ground floor. Write Oklahoma Elevator Brokers, Sapulpa, Okla.

WE MAKE a specialty of selling flour and grist mills. If you want to buy or sell property of this kind please write us. Fidelity Realty Syndicate, Equitable Bldg., Baltimore, Md.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

THE OPPORTUNITY TO BUY a good elevator or mill, or to build a new elevator at a rapidly growing town in Oklahoma is the best since the territory was opened. We know the conditions. Write Oklahoma Elevators Brokers, Sapulpa, Okla.

MILLS FOR SALE.

ALFALFA MILL FOR SALE—In best Alfalfa Belt in the west. New complete plant. Now making one ton per hour. Good reason for selling. Address Alfalfa, Box 6, Grain Dealers Journal, Chicago, Ills.

FOR SALE—FEED STORE, FLOUR exchange and feed mill run by electric power. An up to date outfit, no opposition; in a good live town. Will bear closest inspection. If interested write W. H. D., Box 113, Roanoke, Ind.

COMPLETE FLOURING MILL and all machinery for an elevator for sale. Also new boiler and engine. Everything in good condition. Address Culver, Box 2, Grain Dealers Journal, Chicago.

A 100 BARREL MILL for sale Stone building, elevator 40,000 bu. capacity grain. Also complete roller system plant. Situated on Vandalia Railroad, Central Indiana in County Seat town, 3,000 population. Only mill in town; large retail trade. Feed, grain, hard and soft coal and seeds. Well established and profitable merchant and exchange trade. A rare business chance. Reasons for selling, owners involved in bank failure. Address John B. Archer, Spencer, Ind.

ENTIRE PLANT of PINE BLUFF MILL & Elevator Co., formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2,500 sacks corn chops. Plant is located in two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, L. Drawer "W," Little Rock, Ark.

BUSINESS OPPORTUNITIES.

SEED, GRAIN, FEED AND COAL business for sale at Broadview, Mont. Well established. Also carry a line of agricultural implements which can go with sale or not as desired. Address W. X. Sudduth, Billings, Mont.

WANTED EXPERIENCED PARTY with \$5,000.00 capital to take an active interest in a good paying terminal shipping and retail business. Excellent opportunity. Address Port, Box 1, Grain Dealers Journal, Chicago.

WANTED—HEAD MILLER to take charge of 100 barrel mill. One who would take \$3,000 to \$5,000 stock in a first class mill and elevator. Hartley Mill & Elevator Co., Hartley, Texas.

WANTED—A WIDE AWAKE MAN to take small interest in a \$50,000.00 corporation, who understands the rate traffic business and the office work of a large terminal elevator in Oklahoma. Address Lock Box 177, Roff, Okla.

WANT TO SELL STOCK in a line of elevators including a feed mill, located in the best section of the corn belt, and especially located for the distributing of feed to all parts of the country. Party purchasing can have active position if desired. Address H. C. D., Box 12, Grain Dealers Journal, Chicago.

MILLS WANTED.

FLOUR MILL WANTED at a bargain for cash. Describe it fully. W. Duke, Petersburg, Ky.

AGENTS WANTED.

AGENTS WANTED to sell Native Herbs. \$1 box 250 tablets for 50c. Write P. Melrose, Columbus, Ohio.

BIG PROFITS—Selling vulcan fountain and stylo Pens. Well advertised, easy to sell. Write for catalog showing liberal discounts. Ullrich & Co., 27 Thames St., Dept. 47, New York.

PARTNERS WANTED.

WANTED A RELIABLE MAN to take 1/2 interest of a good paying elevator in Oklahoma. \$1,500.00 cash will handle this, balance \$1,000.00 on easy payments. Address Box 96, Verden, Okla.

OFFICE APPLIANCE.

SAFE. A good second hand Diebold safe, size 12x15x20, for sale. A good country grain office safe. L. J. Button Ele. Co., Sheldon, Ia.

ONE SECOND HAND SAFE guaranteed fire proof, size outside measure 40 inches high, 26 in. wide and 26 in. deep. All in good shape and nicely painted; offer at a bargain. Ft. Branch Grain Co., Ft. Branch, Ind.

MOTORS AND DYNAMOS.

ALTERNATING OR DIRECT CURRENT motors and dynamos any size. We install complete electric plants and build special motors and dynamos for every purpose. Send us your repair work, and we will save you time and money on same. Pan Electric Mfg. Co., 735 S. 4th St., St. Louis, Mo.

HELP WANTED.

WANTED MAN with experience in seed business to do road work part of year; balance of time in office. State salary. Address Adam, Box 1, Grain Dealers Journal, Chicago.

WANTED FOREMAN. Man with experience to act as foreman in seed cleaning plant. Must understand business. State salary. Address A. S. C., Box 1, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

EXPERIENCED GRAIN MAN who knows the territory want to solicit Illinois for expenses. Write for particulars to Austin, Box 2, Grain Dealers Journal, Chicago.

MANAGER OR BUYER for an elevator wants position Feb. 1st. Know how to deal with the farmers. Lifetime experience. Address Ind. Box 12, Grain Dealers Journal, Chicago.

GRAIN OFFICE AND ELEVATOR MAN wants position. First class. Ten years experience in the grain business; expert gasoline engineer and mechanic. Married. C. C. Inglis, Summitville, Ind.

POSITION WANTED. 12 years experience in the mill and elevator business. Want place with good firm or can invest a few hundred dollars. Best references. Address Green, Box 12, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR wants position. Have had five years experience. Am a good judge of grain and clover seed. Have also handled hay, tile, coal and feed. Address Cox, Box 12, Grain Dealers Journal, Chicago.

POSITION WANTED by man that is competent as manager of an elevator, who can get the grain if any is raised. Want to make change by March 1st. Ask for my references. Address C. M., Box 12, Grain Dealers Journal, Chicago.

MANAGER OF GRAIN ELEVATOR or solicitor for grain firm wants position. Would put up time and experience against capital in grain enterprise. 5 yrs. exp. A. 1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR or line of elevators wants position. Experienced in country and terminal markets. At present employed; want to make change. Best of references. Address S. T., Box 2, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. 15 years' experience. Have tools and can keep all kinds of machinery in repair; have good grain drier; will put in with my services. Prefer Ohio. Address W. H. S., 659 Robison St., Toledo, Ohio.

WANTED POSITION as traveling buyer or any good position with first class firm. Good grader of all kinds of grain, especially barley. Eight years experience as buyer and manager. Age 32 & single. Best references. Wish change Apr. 1st. Address "Long," Box 2, Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

BRUSH AND SCOURER for sale. Victor brush and scourer No. 2. Address Lyons Milling Co., Lyons, Kans.

2-4 FT. PULLEYS in good condition for sale cheap. Address F. W. Anderson, Mgr. Donovan Grain Co., Donovan, Ill.

ONE BOWSHER FEED MILL for sale. Practically new, haven't ground over 500 bus. with it. Cheap. Address T. H. Reed & Son, Rushville, Ind.

ONE OAT CLIPPER for sale. Large capacity. Also one corn cleaner, capacity about 200 bus. per hour. Good condition. Address Canal Eltr. Co., Peru, Ind.

B. S. CONSTANT CORN CLEANER for sale. Capacity 200 bus. per hr., also 1 Western sheller, small size, good condition. Cheap. Address Geo. W. Moor, Letts, Ind.

FOR SALE—TEN CAST IRON SHEAVES for rope power transmission. Various sizes; good as new; cheap. Address A. Wasmuth & Son, Roanoke, Ind.

FOR SALE—One 16 H. P. Star engine; one 36x60 Port Huron separator; Parsons feeder, Sattley stacker; in good condition. Address E. M. Parsons, Carnarvon, Iowa.

GRAIN SPOUT—For sale one 100 ft. of 6 in. heavy steel grain spouting double stagger riveted, square spout head in three sections, with long slip joint. Address D. R. Webb, Edinburg, Ind.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

ONE BARNARD & LEAS WHEAT CLEANER for sale. Capacity 300 to 400 bus. per hour; practically new. Installed one of larger capacity instead. Cheap. Address Brown & Ormes, Rushville, Ind.

CLEANER AND SEPARATOR for sale. 1 Monitor No. 4 Receiving separator, 1 No. 1 U. S. Corn Sheller, 1500 bu. capy. 1 No. 13 Constants Corn Cleaner, 1700 bu. capy. Address J. A. Horn Construction Co., Oklahoma City, Okla.

MONITOR WAREHOUSE FLAX CLEANER for sale. Style B. Capacity per hour 250 to 400 bus. Only used a few days of actual work. Worth five times price asked. Reason for selling no flax raised here now. Address Grand, Box 2, Grain Dealers Journal, Chicago.

ONE NO. 2 CORNWALL CORN CLEANER for sale. Good condition excepting sieves; one size 2 Barnard's Dustless Receiving Wheat Separator, first class condition. One No. 2½ Western Rolling Screen Corn Cleaner and one No. 3 Hercules Corn Scourer in good condition. Bargain if taken quick; need the room. Bossemeyer Bros., Superior, Nebr.

MACHINES FOR SALE.

1 CORN CRUSHER & FEED GRINDER combined for sale. Good as new. Cheap. Address Flinn & Gaunt, Earl Park, Ind.

TEN NO. 4 SILVER CREEK FLOUR BOLTERS for sale. Just as good as new. Cheap. Address Aurora City Mills, Aurora, Ill.

1 MARSEILLES CLEANER for sale. Capacity 800 bus. per hour good condition. Cheap. Address W. W. Wilson, Sheldon, Ill.

FERRELL NO. 16 CLIPPER CLEANER with air controller, 40 screens. Cost \$150. Run few months. Sell at \$100. Josiah Young, Troy, N. Y.

ONE CLIPPER SEED CLEANER for sale. Capacity about 200 bus. per hour; good condition. Address Comer & Searce Co., Mooresville, Ind.

FAIRBANKS AUTOMATIC EVEN WEIGHT SACKER for sale, in good condition at a bargain; capacity 300 to 360 sacks per hour, delivery in thirty days. Updike Grain Co., Omaha, Nebr.

1 NO. 3 EUREKA GRAIN CLEANER and No. 4 Western Sheller for sale. Good as new. Installed one of larger capacity instead. Will sell cheap. Address McBane & Witt, Thorntown, Ind.

1 DOUBLE ROLLER MILL for sale. 6x12 in. Nordyke & Marmon make, 1 No. 40 double Eureka Scourer & Separator, single fan 2-00 Smith Purifiers, good condition. Cheap. Address J. W. Witt, Lebanon, Ind.

REMOVAL SALE. Over 100 new and S. H. Grain dealers platform trucks (some with scales attached), several second hand gasoline engines from 4 to 35 H. P. also steam engine, boilers and pumps. J. T. Simonson & Co., Muskegon, Mich.

SECOND-HAND FOR SALE.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

MACHINES WANTED.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor, Chicago, Ill.

GASOLINE ENGINES.

GASOLINE ENGINES for sale; 10 h. p. Temple Pump Co., Chicago.

ST. MARYS GASOLINE ENGINE for sale. 6 H. P., used three months; good shape. T. J. Connell, Milton, Ind.

ONE 2½ H. P. LAWSON GASOLINE ENGINE for sale. Practically new; will sell cheap. Address R. Porter, Cicero, Ind.

HOWE GASOLINE ENGINE for sale. 28 h. p. all complete. Big Bargain. Address Canton Grain Co., 604 Corn Exc. Bldg., Minneapolis, Minn.

FOR SALE—1-30 HP. GAS ENGINE; can be adjusted for gasoline at a small expense. Will sell at half price. Write S. Bash & Co., Ft. Wayne, Ind.

ENGINE AND PULLEY for sale. One 4 h. p. Little Sampson gasoline engine used 3 weeks. One 32" iron Split pulley, 12" face, 2½" bore. Prices right. Hockman & Collier, No. Hampton, O.

1, 2 & 3 HORSE POWER GASOLINE engines for sale. In good condition. Bargains. Also new small grain mills. 1 50 bu. and 1 25 an hour. Will sell at most any price. J. G. Huls, Gifford, Ill.

10 H. P. GASOLINE ENGINE for sale with dry battery to start on any dynamo for spark to run on for \$200.00 F. O. B. cars Park Ridge. Not run over 50 times. Address Park Ridge Lumber & Coal Co., Park Ridge, Ill.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 549 Monroe St., Chicago, Ill.

BARGAINS IN SLIGHTLY USED GASOLINE ENGINES.

3 HP. Field, used one year....	\$ 95.00
4 HP. Field, used 60 days.....	105.00
6 HP. Olds gasoline engine on skids with water tank, used about 60 days, good as new..	125.00
6 HP. International portable engine, new, complete.....	250.00
6 HP. Vertical latest improved Fairbanks, used 60 days.....	125.00
6 HP. Foos Jr., used 30 days...	150.00
6 HP. Foos in good condition..	100.00
8 HP. White & Middleton engine, good as new.....	200.00
10 HP. Nichols & Shepard Traction, perfect condition..	200.00
12 HP. Otto Gas, good condition	200.00
15 HP. Foos, used 60 days.....	300.00
16 HP. Vertical Marinette engine	200.00
20 HP. Vertical Foos engine, single cylinder	300.00
25 HP. Horizontal Foos gasoline engine, good condition..	300.00
45 HP. Latest improved Hart-Parr traction engine with 14 disc Emerson breaking plow, used one season, good as new	1,800.00

Allen P. Ely & Co., Omaha, Nebr.

STEAM ENGINES—BOILERS.

TWO RELIANCE MILWAUKEE BOILERS for sale. 5'x14' complete; used but short time, \$200.00 La Crosse Wrecking Co., La Crosse, Wis.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

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ONE WESTERN SHELLER NO. 2 for sale, in good condition. Will sell cheap. Address Chas. Sharp, McGrawsville, Ind.

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SECOND HAND SCALES wanted. Capacity 500 to 700 bu. Fairbanks or Howe. W. D. Rapp & Son, Sabina, Ohio.

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SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

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BUFFALO HOPPER SCALE—600 bu., Fairbanks Hopper Scale 1000 bu. Both nearly new. Special bargain for quick sale. F. H. Morley, 618 Board of Trade, Indianapolis, Ind.

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One 1000 bu. Fairbanks hopper scale with timber \$75.00; one Fairbanks R. T. scales 120,000 lbs. capacity \$200.00; two 26" rubber belts 160' long \$75.00 each; two 24" rubber belts 120' long \$50.00 each. La Crosse Wrecking Co., La Crosse, Wis.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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WE HAVE MEDIUM, MAMMOTH and alsyke clover seed and kaffir corn for sale. Write us. Kinsey Bros., North Manchester, Ind.

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NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jaspas, Newsum & Co., New Madrid, Mo.

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BY
GRAIN DEALERS JOURNAL, CHICAGO

SEEDS FOR SALE.

MEDIUM AND MAMMOTH CLOVER SEED for sale. Free from Buckhorn. Nathan & Levy, Ft. Wayne, Ind.

CLOVER MEDIUM OR MAMMOTH for sale. For samples and prices write Walter G. Trumpler, Tiffin, Ohio.

A FEW CAR LOADS OR LESS of choice blue stem seed wheat. Grown on the timber lands of the Minnesota River Valley. Also timothy seed and Minnesota grown seed oats and barley. Write for samples. St. John Grain Co., Heron Lake, Minn.

MINNESOTA SEED barley and grass seeds. We have the finest seed barley in the Northwest raised on the Bluffs of the Upper Mississippi. Also clover, alsike and timothy raised on the Highlands. Write for samples and prices. R. E. Jones Co., Wabasha, Minn.

HIGH YIELDING SEED CORN. I have a very choice selection of seed corn. Tested and shipped on approval. Have both early and medium season varieties. Write for price on 100 bu. lots delivered your station. L. C. Brown, La Grange, Cook Co., Ills. Corn and Oats Specialist.

HAY FOR SALE.

ALFALFA HAY AND SEED for sale. Write Nebraska-Colorado Co., Kearney, Nebr.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

SALT FOR SALE.

WANTED—Elevator companies to write us for prices on our high-grade salt in new barrels. Colonial Salt Co., 317 Dearborn St., Chicago, Ill.

SEEDS WANTED.

OATS WANTED—White Russian. Horse Mane and Mammoth Side. Send sample. L. N. Kellogg, No. Ferrisburg, Vt.

GOOD LOTS OF TIMOTHY, red and alsyke clover wanted. Send sample and price to Mead Grain Co., Ft. Scott, Kansas.

CLOVER, MILLET, CANE and other field seeds wanted. Car lots or less. Send samples. Griswold Seed Company, Lincoln, Nebr.

WE ARE BUYERS OF shelled corn, ear corn, oats, mill feed, hay, clover and timothy seed. J. A. Gault & Co., Kittanning, Pa. P. R. R.

SEEDS WANTED—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Send Samples. Illinois Seed Company, Chicago, Ill.

WE WANT LOW GRADE CLOVER SEED Bad buckhorn clover seed and clover seed tailings. Ask us about it. J. M. King & Son, North Vernon, Ind.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

SEEDS WANTED—We are buyers of low grade clover seed and tailings. Send average samples and lowest prices or we will make prompt bid. Kerr Bros., Bellefontaine, O.

CLOVER SEED WANTED — Any quality or condition; buckhorn lots a specialty; also clover tailings. Send fair average samples with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, Ohio.

WE WANT Barley, Cane and Millet Seed, Low Grade Wheat, Bran, Shorts, No. 3 or better White and Mixed Corn, and all varieties of Clover and Grass Seeds. Quote us and send samples. Address Pittman & Harrison Co., Sherman, Texas.

**WE BUY PURE SOFT WINTER WHEAT
CHOICE WHITE CORN** (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

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**MORE BUSINESS FOR ELEVATORS
If Farmers Raise More Oats**

Mr. Elevator Man; Doubtless plenty of farmers tell you they can't afford to raise oats—that it doesn't pay to do so. They are right so far as ordinary oats are concerned. Why don't you tell them for the good of your own business that

GARTONS STOCKS OF "REGENERATED" OATS

have run during season 1909 as high as 96 bushels to the acre of grain that ran 42 pounds to the bushel. Drop us a line and let us send you free testimonials from growers that prove our claims. Write for Catalog G.

GARTON-COOPER SEED CO., 64 W. Illinois St., CHICAGO

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QUOTE ME on all kinds of grain and feed. Isaie Laplante, Fall River, Mass.

CORN AND OATS in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

W. A. STEPHENSON & CO., St. Paris, Ohio, dealers in corn, oats, hay and straw. Darnell Sta. on D. T. & I. R. R. We own the building and side track and scales. We are situated in the best corn belt in the Miami Valley.

CORN WANTED—500 Cars for 16 stations on C., M & St. P., C., B. & Q. and C., R. I. & P. Rys. North Mo., all season. Quote us regularly on ear and shelled corn, bran, shorts, oil meal and feed of all kinds. Alley Grain Co., Mercer, Mo.

WANTED your account for the sale of **CORN, OATS and FEED STUFFS** on the Memphis market on brokerage. **EVERY** grain shipper should have our **RAILROAD CLAIM BOOK**. It collects claims on transportation companies quickly. Claim agents are pleased to receive claims made in such condensed form, which admits of quick adjustment. It is inexpensive and worth its weight in **GOLD** to claimants. Correspondence solicited. **W. J. Booker & Co.,** Memphis, Tenn.

INFORMATION.

ADDRESS WANTED of the Atlanta Flour & Grain Brokers. Address Charles, Box 2, Grain Dealers Journal.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing, Information Buro, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED. Information wanted regarding the present whereabouts of Geo. B. Esterman who did a grain receiving business in Toledo, O., as Esterman & Co., address A. Vic-tim, Box 1, Grain Dealers Journal, Chicago.

INFORMATION WANTED — We would like very much to have information from any grain dealer who has had experience regarding the reliability and service of the Sprague Mercantile Agency, 184 La Salle St., Chicago, Ill. Address B. V. O., Box 12, Grain Dealers Journal.

SALVAGE GRAIN OFF GRADES and DAMAGED GRAIN

Bought and Sold.

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

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WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

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MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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BUCKWHEAT GRAIN.

Buckwheat Flour.
Buckwheat Groats.

For Sale by
Miner-Hillard Milling Co.,
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Consignments Solicited.

Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

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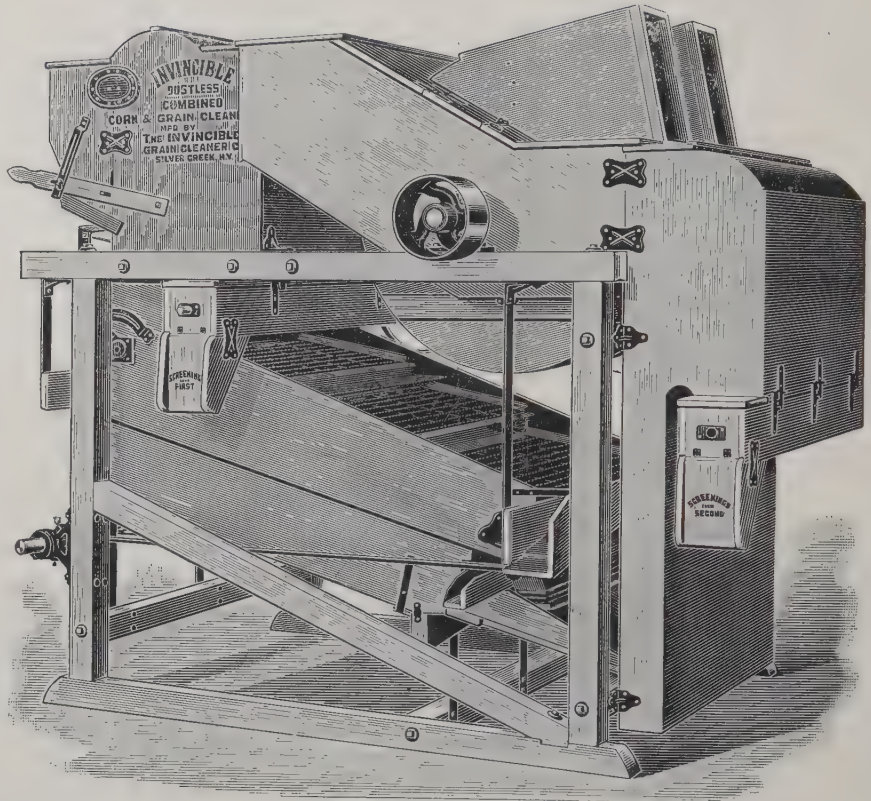
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GRAIN DEALERS JOURNAL

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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JANUARY 25, 1910.

WEEVIL can easily be removed from your grain on a bitter cold day, as they are then so numb as to fall an easy prey to the wind blast.

SACK loaning is an abuse that the local ass'n can fight with the assurance of cordial support by members. Relief from this drain on the profits of the grain business can be secured, in most cases, only by united effort.

UNIFORM grading of grain is provided for in a bill introduced by Congressman Pearre. About the only way of ever getting the grain inspection authorities of the different ports of export to join with the inland inspection authorities will be through Federal enactment.

TESTING seed corn in country grain offices interests the farmer in his own problem, insures the use of better seed and the production of more grain. It will also win the good will of the farmers some of whom experience difficulty in treating the local grain buyer cordially.

THE WATERWAY mania has at last received a backset and each day finds new converts to the impracticability of 99 per cent of the 749 waterway schemes for spending money so that the prospect of millions being squandered in the development of useless channels is diminishing daily.

WHEN off-grade grain is classified as "sample" grain and samplers or inspectors instructed to specify the principal characteristics of each load, the receivers will be able to sell each shipment on its merits and to the better advantage of the shipper.

TAKING THE INITIATIVE in telephoning bids to growers is nearly as bad as driving out to buy their crops. By letting the farmer call up the dealer the farmer, who is the sole beneficiary of the practice, has at least to bear the telephone toll. The most that can be required of a dealer is to quote the price he is paying for the day.

COUNTRY BUYERS who conduct moisture tests in their own offices for the benefit of visiting farmers and patrons know what corn will grade in the central markets and generally are able to buy by grade. Paying corn prices for water has never proved profitable and if a warm spell comes on while the shipment is in transit it is always very expensive and sometimes decidedly disastrous.

WHEAT BUYERS who neglect to test every load and dock the light weight stuff in proportion to the number of pounds it tests under the standard will find, when they begin to ship, that the profits in handling wheat are very elusive. Buyers who clean out screenings and make allowances for dampness can afford to stand heavier dockage in the central markets which they are sure to encounter when shipping.

FORGED bills of lading have made their appearance at Kansas City recently with the result that one receiver is out several thousand dollars. About the only way the grain receivers of the country will be able to force railroads into safely guarding their blank bills of lading will be to encourage forgeries at the expense of the railroads. Then self-interest will force them to guard their blank forms at least as carefully as they do the blank form 10-cent passenger tickets.

DELAYED reinspection of grain at Minneapolis, Omaha and Kansas City, a practice which is absolutely unreasonable and unfair, has aroused vigorous opposition. When the market advances between the day of inspection upon arrival and inspection upon unloading at elevator, even tho the grain goes rejected, the shipper will not learn of it, while a fall in the market always results in appeals and rejections of deliveries. Terminal market rules, which grant buyers all eternity in which to exercise an option to accept or reject shipper's grain, are not fair; and if each dealer shipping to these markets will protest in vigorous terms against the continuation of the unjust rules, changes will be made protecting the interest of both parties equally, as they should do.

GAMES have no place in the grain office, not because they are wicked in themselves, but because they take time from business which business truly merits and needs if it is to be a success. What is more, games often attract loafers whose presence is repugnant to visiting customers or would be sellers. The days may be long and the customers few, still the time can be well utilized to pushing an old claim or proving a new one, and occasionally the office might be cleaned without injury.

ELECTRIC CURRENTS are sold to local merchants by many operators of country elevators, but few of them are attempting to conduct the sale of electricity on the scale now being conducted by Mr. Nobbe, of Farmersville, Ill., who is not only supplying arc lights to the village but lighting farmers' homes and expects to supply electric currents to neighboring towns soon. In this way the country elevator man can equip his plant with ample power facilities and use it at night to operate his lighting system.

SIXTY-ONE mail bags chuck full of seeds have been shipped to an Indianapolis Congressman by the Department of Agriculture free of transportation cost. The stuff may not be suitable for chicken feed, but that does not matter, the government has paid for it and the people who receive it will have the opportunity to experiment with it. At the same time an economical President, who overlooks the great expense of buying and transporting free seeds and of printing and transporting millions of tons of congressional buncomb insists that postage rates be increased in order that the Postoffice Department may continue to frank all the business of the government and still have a surplus.

BILLS designed to terminate dealing in grain for future delivery continue to be introduced in the various legislative bodies but unfortunately for the agitators the methods in vogue on the different exchanges have been investigated recently with the result that every conscientious investigator shakes his head and insists that no interference with the grain exchanges be attempted. It is not denied that some abuses exist in some of the exchanges, but like methods and customs of every business it takes time to work out a perfect system and to correct deficiencies as new conditions arise. The grain exchanges of the country are doing more effective work along the line of fostering fair business methods than ever before and they can be depended upon to improve present day methods and to eliminate objectionable features with less danger to our present economical system of marketing grain than all the law makers of the world. The International Council of Grain Exchanges is getting to work.

"GET FORTUNE TAYLOR" is the name of a new market forecaster who claims Syracuse, N. Y., as his headquarters. Mr. Taylor is quite willing to demonstrate and prove to the satisfaction of anyone his ability to foretell the trend of values. Every man of sense will take a tighter hold on his own purse and suggest to Mr. Taylor that he use his most remarkable ability in forecasting the market for his own profit, then it will not be necessary for him to waste postage in trying to sell his services to over-confident bucolics.

SO MUCH of the wheat grown on the Pacific coast is consumed there or at least ground into flour the agitation for bulk handling is stronger than ever. Steamship companies are being organized to transport the grain from Oregon and Washington to California mills in bulk, which will, of course, encourage the building of grain elevators at country points and at terminals. When once dealers of the Pacific coast get to handling grain in bulk they will abandon the expensive sacks and save money for themselves and the producers.

THE WINNER of the first prize for the best single ear of corn at the last International Corn Show gave some very good suggestions to the dealers at the recent meeting at Indianapolis, and blamed them for the poor quality of the corn marketed. He pointed out the increased cost of husking corn cleanly over the common method of jerking ear, husks and stalks. When country buyers refuse absolutely to pay corn prices for refuse then will the farmer exercise greater care in preparing his grain for market and less of the grain will spoil in dealers' hands.

COMPLAINTS from receivers and shippers thruout the country show that they have lost all patience with the railroad companies, and if reports be true the parsimony of the railroad companies is directly to blame for the unreasonable delays in the transportation of freight of all kinds. Grain shippers and receivers denounce the railroad companies most vigorously because of their inability to move grain 50 to 100 miles in less than 2 months. The lack of sufficient motive power seems to be directly responsible for the delays, yet some roads are refusing to permit their cars to go off their own rails at terminals to be unloaded. If the carriers would raise the car per diem to 50c their cars would be returned to them more promptly by borrowers and the movement of freight would be greatly facilitated. Instead of making the carless railroad which seeks to sponge off its more prosperous competitors, pay a fair car rental the shipper is forced to bear the entire burden and he does it without a whimper. Have the shippers lost their nerve or the ass'ns their purpose?

TRANSIT privileges are being investigated to-day by the Interstate Commerce Commission sitting at Chicago. The commission's inclination is to abolish all such privileges whether granted to millers, grain dealers or other manufacturers who receive raw products and forward the manufactured product on the through rate from the point originating the raw material. It does not seem possible that the commission will, after investigating the subject, have the temerity to act on its early conviction. The capital invested at interior points as the result of the transit privilege is enormous, and if the privilege is abolished the inland industries will be driven out of business by those located at a railway terminal.

A MOST excellent plan has been adopted by the Michigan Millers Mutual Fire Insurance Co. for circulating information of every known cause of a fire in a grain elevator or a flour mill insured by it. This should help to advertise each fire hazard and prompt policyholders to exercise greater care in the reduction of their dangers. The first fire reported by the company was in a Michigan elevator, the fire being traceable direct to a crack in the chimney between the ceiling and roof of engine room. Concealed spaces have long been considered trouble breeders by fire insurance experts, and especially so when electric wires, stove pipes or chimneys are passed through the enclosure. The commonest known causes of fires in grain elevators are easily preventable and if property owners are alert to their own interests they will take steps to remove the causes.

SULPHURED OATS, according to Food Inspection Decision No. 89, must be sold as such in order to escape condemnation and confiscation by the Federal authorities. Selling them as purified oats, altho everyone in the trade knows exactly that "purified oats" means that they have been bleached through the use of sulphur, is considered a deception by the Secretary of Agriculture. Many members of the trade, however, have gone even further than this and specified where barley was mixed with the oats, the percentage of each grain. Those engaged in the business can readily detect any mixture and if oats are overbleached will readily protest to the seller or else decline to favor him with further orders. The Pure Food Laws are so contradictory and designed to foster so many different interests the wonder is that all of them have not been repealed before this. A law requiring every manufacturer to plainly brand each package with the total weight and name of the different constituents with the percentages would result in much benefit to all interested. A large fine for the violation of the law would place the burden of marketing deceptive foodstuffs on the cheats, and relieve 95% of the trade of the tax now collected to maintain an army of inspectors and other officials. The worthless "pure food" and feedstuffs laws have contributed a large part to the increased cost of living. Repeal all of them.

THE AGITATION for margins on cash grain sold for deferred delivery continues unabated and so far no one has brot forth reasonable argument against the practice. If both buyer and seller are to be given the privilege of calling margins in case the market goes against the other party to the transaction then weak firms will cease to speculate upon the capital of others by buying or selling for delivery a long time in the future. Elsewhere in this number will be found rules recently adopted by the Chicago Shippers Club and letters from others favoring the practice.

ISSUING a check for less than a dollar is made a serious offense under a new section of the penal code of the United States. This prohibition has been erroneously applied to the checks on banks in the minds of many, whereas Congress intended it, and the law is interpreted, to apply only to the checks or tokens issued by mine operators to miners and by manufacturers to employes and by others redeemable at face value at the company store to any holder without indorsement. For many years the federal statutes have prohibited the issuance of private notes for sums over \$1 and the new law simply extends the prohibition to amounts less than \$1.

MANY FIRES are reported in this number and no doubt others have occurred which have not yet been reported. Grain elevators located upon railroad right-of-way are generally looked upon as the prey to every one and the property of no one. One northwestern elevator was set on fire by a boarding car standing on the siding. So many other fires have been traced directly to causes outside elevator that one insurance company has complained of loafers being permitted access to building for protection from storms, while they are having a quiet game or absorbing countraband goods. Elevator owners exercising every precaution in the care of their property can reduce the number of fires and at the same time reduce the cost of insurance.

SCALES of country elevators are trouble breeders principally because their owners do not have them inspected frequently enough to detect their inaccuracy. During 1909 the Chicago Board of Trade Weighing Department tested 129 scales at country elevators located at different shipping stations tributary to this market. Sixty-seven percent or 87 of these scales were found to be out of order. Sixty-two of the scales were corrected. Of the balance 13 were in such bad condition that they were condemned as unfit for use in weighing grain. The remaining 12 were condemned because of improper and defective foundations. Some dealers suffer shortages and do not know of it because their own scales are weighing against them. No dealer, whose scales are not known to be in prime working condition, is in a position to cast reflection on the weighing of others.

SHALL THE CWT. DISPLACE THE BUSHEL?

Buying grain by the hundredweight no doubt facilitates the computation of the amount due the farmer and reduces the opportunity for error in figuring purchases. Then too, it is of some advantage so long as prices ruling in central markets are published by the bushel because the layman cannot readily convert bushel prices into cental prices, but should the central markets adopt the hundredweight the country man could compute the freight and a reasonable profit in his head. The ultimate result would be that country grain shippers would soon be handling hundredweights on the same margin of profit as they are now handling bushels. In the case of oats it would make considerable difference.

Many manufacturers have long since recognized the modern tendency to cut the profit on each unit dealt in; hence, the introduction of small packages. Years ago our fathers bought food stuffs in large quantities, enough to last through the winter. To-day a visit to the average grocery would indicate that no one ever thought of buying more of any kind of food than enough for a single meal. The small unit of measure has effected a great increase in the grocer's profit. If the grain dealers are looking to future profits they should insist upon buying all grain by the pound; then would a living profit be more certain.

SAFEGUARDS AGAINST INJURY.

The grain elevator ordinarily is looked upon as a very safe place for a man to work, yet our news columns disclose with painful frequency fatal accidents, which prove it to be a very dangerous place to work, or else the men working therein are unusually careless. Careful investigation of the accidents occurring in large factories long since proved it to be much cheaper to protect and guard dangerous machinery and pitfalls than to pay well for the men maimed and killed. Several states have enacted laws bearing on this subject in hope of reducing the dangers to the workers and the loss of life. The new Illinois law, which went into effect the first of the year, provides for fines and penalties for both employer and employe. It represents what is thought by welfare workers to be the best legislation yet designed for the reduction of accidents and fatalities.

All machinery is considered dangerous from the standpoint of the law-maker. If operators also so considered it the number of accidents would be greatly reduced. Large employers of labor have voluntarily sought to reduce the number of accidents in their plants by adopting every known means for reducing the hazards.

The International Harvester Co. has taken advanced steps along this line of

welfare work and has succeeded in interesting its Advisory Board, composed of department foremen, in the work. This is truly encouraging, for when the employes will take an active interest in reducing these hazards much is sure to be accomplished. Set screws are being countersunk or covered, gears, pulleys and belts are being shielded, safety gates and rails are being placed about hatchways, runways and platforms. Dark passageways are being lighted and obstructions removed, so that workmen may readily pass to and fro about their work without danger of stumbling and falling.

One of the most dangerous death traps about the elevator, however, is the grain bin, which men seem ever willing to enter regardless of the many lives sacrificed in them. The danger in entering bins would be minimized if every man sent down in a bin was let down from above by means of a heavy rope and derrick, which would enable the men above to pull him out should he get caught in the suction of the grain.

The many efforts being made in all lines of industry to reduce the accidents is truly most commendable and the grain elevator operators of the country will surely not be at the tail end of the procession.

Cars Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

Texas Pacific 8279 passed thru Riggston, Ill., Jan. 19 leaking white oats thru side of car, about 2 ft. from door.—B. F. Green, Oakes & Green.

A. T. & S. F. 23814, east bound, passed thru Orlando, Okla., Jan. 17 leaking wheat around draw bar.—P. J. Meagher.

B. & M. 47359 passed thru Westport, Ind., Jan. 18, leaking corn badly at grain door; train did not stop.—Frank S. Tyner, Tyner Grn. Co.

Council of Exchanges will Meet Feb. 7.

The Council of North American Grain Exchanges will hold its next meeting at Chicago on Monday, Feb. 7, as was decided when the Council was organized Nov. 15, more than a sufficient number of exchanges having signified their desire to participate in the work.

So far the following 13 exchanges have joined the National Council: Baltimore Chamber of Commerce, Buffalo Corn Exchange, Chicago Board of Trade, Duluth Board of Trade, Kansas City Board of Trade, Memphis Board of Trade, Milwaukee Chamber of Commerce, Minneapolis Chamber of Commerce, Montreal Board of Trade, New York Produce Exchange, Omaha Grain Exchange, St. Louis Merchants Exchange and Toledo Produce Exchange.

Pres. S. P. Arnot and the committee working on the organization are highly gratified at the enthusiasm shown by the exchanges, as the considerable number of exchanges already identified with the National Council insures practical work immediately following the next meeting, when a constitution and by laws will be adopted as drafted by the executive committee.

Margin Rules of Chicago Grain Shippers Club.

The Grain Shippers Club of Chicago, which was organized last year with a membership embracing the leading members of the Board of Trade who are engaged in the shipping business, at its monthly meeting Jan. 17 gave unanimous approval to rules for the safeguarding of transactions in cash grain which hitherto have been unprotected.

The rules given herewith were drawn up by a committee of the Club appointed by Pres. A. O. Mason and consisting of Robert McDougal, chairman, H. G. Campbell, W. S. Dillon, E. L. Merritt and Fred Uhlmann. It is expected that the rules will be adopted by firms who are represented by membership in the club as well as by other shippers. The rules follow:

Rules Governing Cash Margin Calls.

SECTION 1. On sale or purchase of grain for which shipment or delivery may extend beyond ten (10) days from date of contract, both buyer and / or seller is privileged to call from time to time for marginal deposits to the market and for releasing of such margins to the market, until final adjustment of such contract has been made.

In cases wherein more than one contract is open, marginal deposit calls and subsequent calls for the releasing of same, shall not exceed the net aggregate difference owing by one party to the other on all contracts open and amenable to this rule.

SEC 2. Said margin may be deposited in any Chicago Bank which has been duly authorized by the Board of Directors of the Board of Trade, of the City of Chicago to receive deposits on Board of Trade contracts and shall be subject to the Rules of the Chicago Board of Trade governing the depositing and releasing of margins.

Margins must be deposited within twenty-four (24) hours as herein provided and subject to the terms as stipulated in Section 4.

Legal holidays in seller's or buyer's place of business shall not be counted.

Non-residents of Chicago, Ill., shall remit by telegraphic transfer; such non-residents may, however, substitute a mail remittance in bankers exchange, if preceded by telegraphic notification from his (their) local bank that such remittance is being made.

SEC 3. Party making marginal deposit must advise immediately by telegraph the party for whose protection the deposit is made, the name of the Chicago bank with which deposit has been or will be made.

SEC 4. In case marginal deposit call to the market is not deposited, and official notice of same is not received within twenty-four (24) hours as hereinbefore provided, the party thus calling shall have the privilege to cancel all contracts covered by such margin call at the general market value, or to re-sell, or re-buy such grain at his (their) option, under prompt telegraphic advice, charging any difference or loss to the defaulting party, said amount to be due and payable at once.

SEC 5. All margins shall be immediately released upon the faithful performance of the contract.

SEC 6. Chicago banking institutions authorized by the Board of Directors as Board of Trade depositories for margins: National City Bank, Hamilton National Bank, Bank of Montreal, American Trust & Savings Bank, Merchants Loan & Trust Co., Central Trust Co., National Bank of the Republic, Continental National Bank, Chicago Savings Bank, Bank of Nova Scotia, Commercial National Bank, Union Trust Co., Corn Exchange National Bank, Western Trust & Savings Bank, First National Bank, Colonial Trust & Savings Bank, Ft. Dearborn National Bank, Northern Trust Co., Illinois Trust & Savings Bank.

The United States Agricultural and Industrial Exposition Co., of which E. Alexis Taylor, with offices at Hartford, Conn., is director general, plans to hold a permanent national agricultural and industrial exposition in some city not yet selected.

Letters

From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

EXCHANGES SHOULD PUBLISH LIST OF MEMBERS.

Grain Dealers Journal: The article "Consigning to Non-members" which appeared in the Journal of December 25, is well worded, and to the point.

The publicity given to grain sharks and non-members by the Grain Dealers Journal should be sufficient warning to the shippers.

There is no occasion for shippers consigning grain on open lading, if they are known to be reliable shippers; neither is there any reason for a receiver to expect this, if he is equally reliable.

The best method of making these essential requirements known to the grain trade is for each organized market and every association to publish a list of their members in some popular periodical such as the Journal, which has the interest of the grain trade at heart. Every firm listed in such manner would be vouched for by the exchange or association to which they may belong. Such organizations are established for the protection of the receiver and shipper alike, and every firm is entitled to receive such protection as may be necessary if he is dealing with a firm who is admitted to an association or an exchange of an established market.

If the shipper would ascertain the standing of the receiver before shipping his grain, there would be decidedly less opportunity for the shark to exist.—Hogan Grain Co., Nashville, Tenn.

POOR CORN A CURSE.

Grain Dealers Journal: Along about the holiday season, and other times during the year grain shippers receive little souvenirs from the different commission firms at the various markets over the country.

Lead pencils, inkstands, paperweights, watch fobs, pocket books, match safes, looking glass puzzles and such are sent to the shippers from year to year, but the latest novelty we have had the pleasure of receiving is a watch. This watch is a strictly advertising novelty, having the name of the firm plainly printed on the dial. It is guaranteed to keep time accurately for the period of one year.

All of these articles of souvenirdom are cheerfully received and we believe all dealers appreciate anything in this line, regardless of who sends it. Now as a matter of suggestion, we believe that any commission firm who would send out a suit of clothes to the country shipper would become extremely popular, and especially during the present year for we believe there will be many shippers who will be shy the price of a suit of clothes in the spring, after getting returns from the rotten corn we have to handle.

With the commission firms the more business they have the more commissions they get but we believe with the country shipper the more corn he has in transit

when the January thaw sets in the less money he will have. If any shipper thinks different bless his optimism but pity his purse. To date our corn has graded no grade to a car. What would a week's warm weather do to it?—C. A. Slife, Dedham, Ia.

FAVOR MARGINS FOR SALES BEYOND THIRTY DAYS.

Grain Dealers Journal: The defaulting on corn contracts by certain firms recently has increased the agitation for the margining of future trades, and the following letters from houses who are active in the trade in Indiana show that the country seller is not averse to margining future trades. It would seem to me that it would be better to eliminate the carding of the country and put the trade in the hands of houses who are willing to margin the trade instead of having every little "fence corner" make contracts for three months ahead.

The Bassett Grain Company write under date of January 17th as follows: "We are addressing a letter to the Grain Dealers' Journal to-day at Chicago tendering a suggestion about the formulation of a rule for the payment of margins on deferred shipments and cash grain which we hope they will accept, for it is surely the crying need of the grain trade at this moment."

An Indianapolis house writes under date of January 17th as follows: "Now regarding the question of margining the future trade, we believe that it is coming to this and if the trade east and west will demand this we believe it will have a tendency to prevent in a great measure the selling of cash corn for future shipment with the result that there will be a great element of speculation eliminated and in the end be a good thing for all concerned. If the entire trade should be eliminated to a point of selling their corn as it is delivered to them and the middle man making his sales as the corn is bot this question of margins and protection of contracts would be eliminated to say nothing of the worry and anxiety connected with those long time contracts."

Another Indianapolis firm writes under same date: "I am fully persuaded that the only remedy for the ills that you speak of is some sort of a margin arrangement on all contracts, or an absolute prohibition of future trading with contracts for more than thirty days time. I have felt for a long time that it would be much better for all concerned if this long drawn out future trading were curbed, it would put the business on a legitimate instead of a purely speculative basis and in my judgment work to the advantage of everybody."

Another Indianapolis house says: "We are particularly interested in that part of it in which you refer to the question of margining future trades. We are most emphatically of the opinion that not only the New York market, but Phila. and Balto. should insist on this being done. It would not only be a good thing for your people, but also for this end of the line. You will probably remember during the oats movement last summer we wrote you several times that we were afraid to make any sales, because could not afford to stand the loss, if any, and did not want to put ourselves in a position compelling someone else to lose for us. We know some business was done in this market on oats, that meant just one of two things: that is, the deal should show a profit to the Indianapolis man making the deal, or if it showed a loss,

the New York man would have to hold the bag. The oat trade came out all right, but it seems that part of the fellows here got the fever on corn, and N. Y. is holding the bag. There is no question if a marginal deposit was required, it would stop much of this future trading, especially by parties not responsible. Let us suggest that any ruling leading to this end should be reciprocal, in that both sides of the trade should be required to deposit margin. These margins could be deposited with Sec'y of Board of Trade, which controlled the final disposition of grain shipped. That is, if sold N. Y. terms, N. Y. Board of Trade control the deposit; if sold Indianapolis terms, Indianapolis Board of Trade control the deposit. In any event compel both sides to put up margins. We sincerely hope your people will continue the agitation and adopt the rule soon."—Edward Beatty, New York, N. Y.

UNJUST DELAY IN PAYMENT OF CLAIMS.

Grain Dealers Journal: I notice in your issue of Jan. 10th an article regarding delayed payments of railroad claims which is very interesting to me. I have read the same over very carefully and wish to comment favorably on what is stated. Generally speaking, delay in payment of claims by the railroads through their claim departments is an outrage and it seems to me that it should be taken up by the proper authorities to have this wrong adjusted in just as vigorous a fashion as the Government through the Interstate Commerce Commission has endeavored and has in many cases corrected matters in reference to rates and rebates. Singularly enough, such matters as rebates were handled in most instances by the claim departments, and I venture to say that it is a fair guess when it was a custom to have rebates looked after, the same were handled much more promptly by the claim departments than are now most of the claims for overcharge and damage by the same departments.

Without going too deeply into the subject, I might say that agitation is an important factor in bringing to the attention of the proper people the delay in settling claims, but it should not stop there, something should be done toward compelling freight claim agents to settle good and just claims without so much fight by the claimants. I have a little personal knowledge of this claim business and I have been turned down in many instances by claim agents when I presented a good and valid claim. Had I chosen to accept their ultimatum, or rather accept their refusal to pay the same by one of their clerks, I shouldn't have been successful on half of my claims. It is only by constant endeavor and some pretty severe and sharp letters that you are able to get what belongs to you from these claim departments.

I notice you speak of the Hepburn Act. The railroads are not altogether responsible for the passage of this bill inasmuch as it affects the subject in question of the matter of railroad claims. I have heard it stated that the public wanted this bill and they got it, and now they are getting the results.

I also notice what you say about claim departments delaying. I have heard it stated that a good freight claim agent's status with the railroads depends somewhat on the minimum amount of money he can get through each year. This does not seem just or right. I am glad the matter has been brot to the attention of

the Interstate Commerce Commission and I would like to be able to add what little I might to a movement which might start towards correcting this great evil. If you know of any general movement on foot toward correcting this matter I wish you would keep me advised.—Yours truly, Fred L. Cressey, Boston, Mass.

MUST SELL BLEACHED OATS AS SULPHURED OATS.

Grain Dealers Journal: While in Washington the other day my attention was called to "Food Inspection Decision No. 89" bearing upon the question of sulphured oats. I also saw a letter on this same subject, which read in part as follows:

"Beg to say that I have taken the matter up with the Solicitor of the Department, who is also a member of the Board of Food and Drug Inspection, with the result that he states that the position of the Board with regard to interstate traffic in bleached oats is somewhat as follows:

"That no objection will be made to the shipment into interstate commerce of sulphur bleached oats which contain only ordinary and not abnormal quantities of sulphur dioxide, provided the fact that such oats have been so bleached, is plainly stated upon the label of each package.

"He objects, however (and I agree with him) to the designation of sulphur bleached oats as 'purified oats.' No objection will be made to the shipment into interstate commerce of oats bleached with sulphur which contain only a normal and not an excessive amount of moisture; in other words, I understand that no objection will be offered to the shipment into interstate commerce of sulphur bleached oats when such oats are not abnormally bleached and do not contain an excessive amount of moisture, provided such oats are properly labeled,—until otherwise decided by the Referee Board of Consulting Scientific Experts. The Pure Food and Drug Act makes no distinction between food for man and food for beast."

In talking over this matter my informant stated that the grain dealers should sell their oats as "sulphured oats," not as purified oats, for if designated as the latter it would be construed by the Solicitor of the Department as an evasion of the law. I give you the above information so that you can print it and inform the trade in general regarding same.—Yours very truly, Henry L. Goemann, Toledo, Ohio.

SUGGESTS MARGIN ON CONTRACT FOR DEFERRED SHIPMENT.

Grain Dealers Journal: In view of the acknowledged need for such rule, I would like to have the Journal publish the following suggestion, namely, that the different Boards and Chambers throughout the country formulate and adopt some such rule as this covering the buying and selling of grain for shipment, namely:

That in all cases where a contract for the shipment of grain exists between individuals, firms or corporations, that it shall be the privilege of the buyer or seller in either case where such contract does not mature within 30 days, that if after 3 days of successive markets which show a debit or credit averaging 3 cts. per bushel or more between the buying and selling price after crediting or debiting freight in accordance with the printed tariffs of the railroad companies, either the buyer or seller may demand of the other party to the contract, an amount of money equal to 3 cts. per bushel or whatever amount may be necessary to equalize the contract with the existing market and that in the event of refusal or failure of either party to remit within 48 hrs. in accordance with this rule, that the contract may immediately be declared forfeited and the amount of grain stipulated in the contract bought or sold as the case may require and a debit rendered accordingly and same shall be collectible in the same manner as any other indebtedness.

I believe that some such rule as this would render the necessary buying and selling of grain for deferred shipment—and I don't believe it advisable to abrogate the practice altogether—perfectly safe and satisfactory between and among various shippers and receivers both at country points and at central markets.—E. W. Bassett, Indianapolis, Ind.

MAKE B/L SHIPPERS ORDER.

Grain Dealers Journal: We fully agree with the sentiments expressed in the Journal, page 801 of Dec. 25 number, on consigning to non-members, and also agree that shippers should make Bs/L read "to order."—Turney Bros., Superior, Wis.

FREE STORAGE BAD PRACTICE.

Grain Dealers Journal: I store some grain for farmers free the first 30 days and charge 1c a bu. after that. I consider it a bad practice for both the farmer and the eltr. man; since it causes, hard feeling and accumulates the cost on his grain, for when he sells you have to deduct your storage charge from the market price and he thinks his stuff does not bring what it really ought.—J. Rothrock, Centerton, Ind.

Annual Dinner of New York Oats Trade.

The annual dinner of the oats trade of New York was held at the Waldorf-Astoria Jan. 15. The members of the trade present numbered about 100. The speakers included Pres. Ring, of the Produce Exchange, Vice-Pres. Carhart, Mr. J. Simpson, E. T. Hendee and James A. Patten. The famous Chicago "bull" was the guest of honor at the dinner. He spoke on speculation and investment and is credited with having given the eastern grain men much inside history of a number of the big deals of recent years.

A significant speech of the evening was that of Edward T. Cushing who voiced a demand for the privilege of rebilling grain from New York to points farther east at the thru rate from the point of origin. He charged the railroads with discrimination against the port of New York, and the members of the Exchange were urged to bend their efforts toward being placed on a par with their competitors. He said in part:

"The railroads are responsible for our one great defect. The railroads can make or break a market. This is not in the management of the railroads or in the accommodations which they give us within the prescribed limits, but in their policy, which is that of discrimination against New York, in favor of other cities, both in rates of freight on export grain, and in withholding from us the privilege of rebilling to points farther east, at the through rate from the point of origin to that of final destination.

"For a great many years we have been heavily burdened in our export business by lower rates of freight, made to Baltimore, Philadelphia, and Newport News, which each year increasing competition makes more onerous.

"Most markets except New York can rebill to points further east at the through rate.

"No public demand has ever been made

by New York for the rebilling privilege. It would be of the greatest advantage, even as great as an adjustment of the export rates, for it would open the New England market to us, from which we are now completely shut out. Under the present conditions after grain arrives in New York it absolutely has no outlet except for export or local consumption.

"The fundamental principle of the interstate commerce law is equity. If rebilling on the thru rate is allowed Chicago, Toledo, Detroit, Cleveland, Buffalo, Boston, and numerous other points, as it is, by what principle of justice is it withheld from New York on Pennsylvania and Lehigh Valley shipments to New England, which pass directly thru New York?"

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO WATERPROOF CEMENT CONCRETE?

Grain Dealers Journal: We would like to have the address of a firm having a formula, or composition, for making concrete watertight in such concrete work as elevator pits, tanks and cisterns.—M. C. Co.

OVERHEAD DUMP EASY TO OPERATE.

Grain Dealers Journal: I note in the Journal, issue of Dec. 25, that R. K. B. wishes to know with what success an overhead dump could be used with power attached.

I am free to say the overhead dump is a success either with power or by hand and one of the easiest to operate as well.—N. A. Grabill, Anderson, Ind.

WHO MAKES A PNEUMATIC ELEVATOR.

Grain Dealers Journal: We should like to ask if there is anything made in the line of a suction elevator. For our business in unloading boats and barges into our elevators it would be just the thing. We use a marine leg, but if there is anything used or made that will suck the grain out, we should like to have it.—Lindquist Bros., Diamond, S. D.

WHAT IS A SCOOP-SHOVELER?

Grain Dealers Journal: My understanding of the meaning of the word "scoop shoveler" is a person with a scoop shovel, a bank account of doubtful value, and an inborn propensity to pay more for farm products than they are worth, this letter being the chief stock in trade. What would you call one who answered the above description, except that he borrows his shovel from the regular dealer at his locus operandi? We have such an one here and his feelings were hurt when it was intimated that he was expected to furnish his own scoop.—Bosco.

Annual Meeting Indiana Grain Dealers Ass'n

The 8th annual meeting of the Indiana Grain Dealers Ass'n was called to order in the Board of Trade Assembly Hall, Indianapolis, Tuesday, Jan. 11, at 10:55 by Pres. W. B. Foresman, who introduced the new mayor, Mr. Lew Shank.

In behalf of the city, the mayor welcomed the dealers to the city and wished them a successful meeting.

E. M. Wasmuth in responding thanked the Mayor for his words of welcome, praised the city and denied that the dealers from the dry counties had come in to escape the drouth.

Pres. Foresman read the following address:

President's Address.

Members of the Indiana Ass'n and Friends. Having closed another year of hard work in the interest of all members of the Indiana Grain Dealers Ass'n, we have this morning gathered together in Commemoration of our Eighth Annual Meeting.

I doubt if there is one member, who can say that he is not satisfied and would wish to be dropped from our roll, while on the other hand we have greatly increased our membership over last year, and am rejoiced to see the members convinced of the benefit of this Ass'n.

As Pres't I am proud to have read to you this morning, the Secretary-Treasurer report which will prove to you that every year the live active dealers are realizing the importance of such an Ass'n.

At first it was an uphill business organizing the Indiana Grain Dealers Ass'n, as each one was fearful that his farmer customers would get on to his attending grain dealers meetings, and for that reason they all laid back in the harness. It took several years for them to realize that the Ass'n was doing their farmer customers as much good, while not in a direct way, it certainly was indirectly.

I am not talking for members this time my dear friends as that was my principal topic last June and I am more than pleased with the success this Ass'n has accomplished during my administration.

I can assure you I tried to leave no stones unturned, but do not take me wrongly, and gather from what I have said that I am giving myself the credit for this Ass'n's success, it has been through the efforts of all our enthusiastic members and the good hard work done by our very worthy and hard working Sec'y Mr. Dillen and his very able Assist. Mrs. Bronson.

During my administration I have had the pleasure of attending Local meetings at Ft. Wayne, Laporte, Kokomo, Anderson, Lafayette, Peoria, Ill., and Columbus, O. I am glad to inform you that one of the best Locals we have, is the one at Laporte, which has only been organized since last Summer. We had quite a time getting them together and was compelled to go and sit and look at empty chairs on several different called meetings, but after most of them, not all at one time, but after each meeting, each one letting his neighbor know what was done, and inviting, and insisting upon his attending the next one, we succeeded in getting quite a nice representation. Only a few weeks ago they gave a very nice banquet, the attendance was immense and I am told quite often they have a full attendance.

I am glad to advise that Northern Indiana has taken considerable more interest during the past year, holding regular meetings at Laporte, Ft. Wayne, Warsaw and Plymouth.

When I entered upon my duties as Pres't of this Ass'n I thought and in fact, felt sure, there would be nothing more to do, but since having served for the past twelve months I find it is just commencing. The duties of the Ass'n are becoming more and more numerous and in order for it to accomplish them it must be supported by its efficient working members.

Every one of the grain trade associations is organized primarily for the promotion of the interests of ALL. There is not a selfish principle to be found in the constitution or by-laws of any of them. The supporters give up their money and help

the entire trade. Every one engaged in the business shares in the benefits of the work, so that non-members not only should be glad to accept the first invitation to join with their brother dealers in promoting common interests, but they should be more than willing not only to join the association, but to induce others to do so.

Nearly every merchant in any line of business belongs to his different ass'n, and many of them hold annual meetings covering a week and secure an attendance of thousands, where the grain trade secures only hundreds. What is more, most of the trade organizations in other lines assess their members much more heavily than does the grain trade, and pay secretaries a sufficient salary to enable them to go about in the interests of the trade without hesitation as to the expense.

During my term I have attended meetings in States other than our own, but do not think any of them have accomplished more than have we, and not one of them has members who are more loyal than some of our good old war horses, organizers, and never quitting members of this Ass'n. To them I wish to extend my most sincere thanks for their loyalty toward me. I trust that they may be an able supporter of my successor and that they may have the pleasure of meeting with us many more times on these Annual occasions.

I wish also to thank our Sec'y and assistant for courtesies and efficient attention to the office and work, and trust that the coming year will be the banner one for this Ass'n.

Sec'y M. T. Dillen read the following report:

Secretary's Report.

Mr. President and Members:

I beg leave to submit the Eighth Annual Report of the Indiana Grain Dealers Ass'n, for the year ending Dec. 31st, 1909.

In the past year your Sec'y has attended 73 meetings of the different locals, made 44 special trips, making about 400 personal calls, traveling over 4,000 miles.

On June 25th the LaPorte Local was organized with J. P. Ruple, Pres., and J. A. Wambaugh, Sec'y & Treas., with a membership of 18, making now eight locals in the State.

The Ass'n, in completing its eighth year is to be congratulated on the increased membership. New members received 69, members dropped and withdrawn 29, making a gain of 40 for the year. The membership is as follows: Shippers, 255; Receivers, 53; Special or Honorary, 5; making a total of 313, the largest membership the Ass'n has ever had.

Five arbitration cases have been filed since our last Annual Meeting, three have been agreeably settled, without calling on the Committee; two are still pending.

There is no line of business of any magnitude that is not organized. The members meet and discuss the better ways of transacting their business. Why not the men in the grain business, especially the country shipper, for he is the man who buys it from the producer. In the Ass'n he has good protection against unfair dealers. He has a greater respect for his neighbor, and in Union There is Strength. Indiana with the banner corn crop this year should have one of the strongest Ass'ns.

I wish to thank the members for their prompt financial and moral support in the past year. I have never called on any member for assistance in the work, but what he was ready to give his time, and leave his business for the good of the Ass'n.

Every Grain Dealer in the State receives the benefit of the Ass'n work, while less than half bear the expense. I would suggest that every member make a special effort to tell his neighbor dealer of the benefits of it and try to get him to join.

The financial report of the Ass'n follows: Statement up to Jan. 1st, 1910.

Receipts.

Account of Dues.....	\$2,877.45
Account Add. Sta.....	540.00
Miscel. Receipts	813.00
On hand, Jan. 1st, 1909.....	117.28
Total	\$4,347.73

Disbursements.

M. T. Dillen, Sec'y, Salary.....	\$1,637.50
E. F. Bronson, Sten., Salary.....	545.00
Board of Mgrs.....	17.25
Grain Dealers Nat. Dues.....	227.50
Traveling Exp.....	473.77
Printing & Postage.....	665.59
Office Exp.	482.03
Exp. Banquet, Mid-Summer Meeting	75.00
Donation, Ent. of Nat. Meeting....	100.00
Total	\$4,226.64
Cash in Treas., Jan. 1st, 1910.....	121.09
Total	\$4,347.73

Both reports, upon motion of J. W. McCardle, were accepted and placed on file.

Treas. Bert A. Boyd presented the following report and promised to make a better one if the non-members and the members in arrears would interview the ass't secy.:

Treasurer's Report

Cash on hand Jan. 1st, 1909.....	\$ 117.28
Receipts during 1909.....	4,138.70

Total	\$4,255.98
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Disbursements:	
Warrants Nos. 805 to 933 inclusive, paid during year.....	\$4,148.64

Balance on Dec. 31st, 1909.....	\$ 107.34
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Jan. 1st to bal. on hand.....	107.34
Jan. 10 deposits to date.....	619.50

Total	\$ 726.84
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Disbursements since Jan. 1st, 1910	43.48
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Leaving actual balance cash in hands of Treasurer at close of business Jan. 10, 1910.....	638.36
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Respectfully submitted,
(Signed by) BERT A. BOYD,
Treasurer.

J. W. McCardle moved the adoption of the report and it was carried.

Pres. Foresman called the members attention to the many favorable features of the Secy's report and especially to the gain of 69 in membership.

Pres. Foresman appointed as a Resolution Com'te J. Wellington, Anderson, E. K. Sowash, Middletown, and D. L. Brookie, Frankfort.

Nominating Com'te: T. A. Morrisson, Kokomo, Chas. Ashpaugh, Scircleville, R. A. Kuhn, Argos, Fred W. Kennedy, Shelbyville, Wm. Donlin, Delphi.

H. H. Deam read the following paper on Buying Corn by the Cwt.:

Buying Grain by Cwt.

We are living in the best age the world has ever known. The advance made along all lines has far outreached the fondest hope of the wisest. The customs and most common place things that were used in every day life fifty years ago are hardly thought of today. It used to take days and weeks to go to the city markets to buy or sell, but now with the improvements, such as the telephone and telegraph, we sit in our office and call Chicago or New York and sell a car of grain and within three to five days the grain is on the market and sold.

A few years ago some one advocated the idea of buying Corn by the hundredweight, and a great many people said it will never do, you can't handle it that way, but now it has become so common among the dealers of the middle west that almost all buy it that way. The hundredweight is the common unit for almost all commodities. There can be no mistake about the quantity when you speak of a hundredweight, but if a person who is not engaged in the grain business hears you speak of a bushel of Barley, Rye or Oats or even the more common grain, Wheat and Corn, they will almost invariably say, how many pounds do you take for a bushel? While on the other hand you mention a hundred pounds of any grain they at once know what quantity you mean. The time was when grain was handled by measuring in half bushel measures, but this is a thing of the past, in fact, you seldom see a half bushel measure for any purpose but to make a test.

If grain were handled by the hundred weight it would do away with all possibility of making a mistake in computing the price of a load of grain. It is so much easier to count up a load of oats that weighs 2,400 pounds by counting at \$1.25 per hundred which is \$30; rather than to say 40 cents per bushel of 32 pounds,

having to divide by 32 pounds to find there is 75 bushels and then multiply by 40 cents per bushel which brings the same result. The whole thing is only a matter of custom, and as customs change with every generation it will only be a matter of a very short time when all dealers will adjust themselves to the condition.

Handling Corn in the Fall of the year when it is not yet dried out gives rise to the inquiry at once by our farmer friends as to how many pounds per bushel you take, but now that we buy it by the hundred weight that question is never asked. They simply expect you to take a hundred weight which does away with all possible dispute. The laws of the states are different with reference to the amount that should be taken for a bushel at certain seasons of the year. While if all were agreed to handle by the hundred weight this question of amount would be settled. A farmer came to my office in September to sell a thousand bushels of ear corn for December delivery, and we agreed with him. When December came the corn was delivered. Nothing had been said about the number of pounds to be taken per bushel when the time came for settlement. The law makes 68 pounds per bushel in December while we had expected to take 70 pounds. In fact, giving little thought at the time of the contract as to this, but this gave rise to a dispute, the difference between us being 2,000 pounds or about 30 bus. of corn. If the trade had been made per hundred weight there would not have been a controversy.

A few years ago the Chicago market adopted the system of handling seed by the hundred weight and it took some time for the country to get accustomed to it. In fact, we are not accustomed to it now, but if the whole country were on the same basis it would soon be easy for us to quote by the pounds or hundred weight rather than by the bushel.

One of the strong points in my opinion in favor of handling grain by the hundred weight is the fact that our railroad rates are all per hundred weight, and the problem of arriving at the various market quotations when bids are per bushel and our freight rate per hundred, some of our bids being our track while others are delivered price gives rise to a complication.

I am convinced that if we were united the country over on handling grain and seed by the hundred weight we would after a few months wonder why we had not adopted it long ago.

Some one, I fancy, is saying What are you going to do in a year like the past one with off-grade wheat, when much of it is so poor it will not test over 50 or 52 pounds? This is easily answered by saying that we will always have to use a tester and the price we pay per hundred weight would have to be regulated by the quality of the grain.

Again, I think I hear some one say, Why then do you not continue buying by the bushel since the tester is necessary? For the simple reason as stated above, the hundred weight is the standard weight by

which practically everything except grain is gauged. I am quite sure if we were to stop for a moment and make some comparisons we would agree that the best plan for handling grain is by the hundred weight.

Take for example 5,000 lbs. of wheat at \$2.00 per hundred = \$100.00. Its equivalent according to our way of figuring today is 83 bus. 20 lbs. at \$1.20 per bushel = \$100.00.

Or further take 5,000 lbs. of oats at \$1.25 per hundred = \$62.50. Its equivalent according to today's methods is 156 bus. 8 lbs. at 40 cents per bushel = \$62.50.

And again, 5,000 lbs. of shelled corn at \$1.16 per hundred = \$58.00, or its equivalent of today 89 bus. 16 lbs. at 65 cents per bushel is \$58.00.

The strong point in favor of this theory is the simple fact that every load of grain has to be driven on the scales to be weighed and then we go to the trouble of finding out how many bushels this load contains according to a standard of measurement which was adopted ages ago. Why not do away with all this unnecessary figuring and decide at once the price per hundred, make a simple computation and arrive at the value of the load in a much shorter time.

Tom Morrison: It is but a few years since the dealers of central Indiana started to buy corn by the cwt. and our farmers would object to a return to the bushel. We followed the dealers east of us and now I am glad to hear that the dealers of western Indiana are coming to it. We would like to buy oats and wheat by the cwt. We avoid all reductions, save much time and prevent errors. Be progressive. Buy by the cwt.

J. W. McCordle: I believe that today is the best day we have had in this country. We are the most progressive we have ever been. I am in the grain business by proxy. Mr. Page is in charge of our eltr. and I am sure he will be glad to adopt the cwt., if you can convince him of its advantage. If Tom Morrison says it is good, that goes with me.

J. W. Witt, Lebanon: I am opposed to buying any grain by the cwt. unless we can sell it by the cwt. It may save some time in making reductions in buying, but we lose it in selling. We buy clover seed by the bushel of 60 lbs. Chicago quotations are on the basis of 100 lbs. Some farmers show us the Chicago markets and claim we are not paying enough for seed. An explanation makes it clear to most of our customers, but many still doubt us.

E. H. Culver: The Millers' Federation is working to bring about the adoption of the cwt. for buying wheat and selling flour. It avoids the office slavery and reduces the errors. You must soon come to it.

C. B. Jenkins, Noblesville: Let us get our business on the simple basis. I am heartily in favor of buying ear corn by the cwt. and when the Millers' Federation gets its use extended to wheat and flour I will welcome it.

W. F. Heck: Pittsburg dealers will welcome such a change. We sell corn by bushels of 70 lbs. and unless we keep a vigilant watch we occasionally buy by 68 lbs. in Ohio. We instruct all help to specify "bushels of 70 lbs." always in writing Ohio dealers in regard to corn, but in spite of everything we can do, the Ohio 68 lbs. corn law makes us much trouble and losses for us. Let us have one uniform unit of measure for the entire country and avoid reductions.

O. J. Thompson: I would like to know why Mr. Witt thinks corn bot by the cwt. costs more.

J. W. Witt: Competition often forces us to raise our bids and pay more for grain than it is worth. The larger the unit of measure, the more we will pay for the grain. Until we can sell by the cwt. I favor the continuation of the bushel in buying.

W. B. Foresman: The dealers of the La Fayette division decided to buy corn by the cwt., but one refused to abandon the bushel at this time of the year, so none are using the cwt.

E. M. Wasmuth: We have bot corn by the cwt. for five years notwithstanding competitors have continued to buy by the bushel. Some farmers are suspicious, but they soon get to understand it is the correct unit.

Cloyd Loughry: I have long attended the La Fayette meetings and always favored the cwt. I regret very much that one man has been able to prevent that large association from carrying out the wishes of the majority.

J. Wellington, Anderson: I think we have begun this agitation at the wrong end. We sell our corn by the bushel, our quotations are by the bushel, we should buy by the bushel until the central markets adopt the cental system of weights and measures.

E. M. Wasmuth moved that Mr. Deam be requested to draft and present a resolution on buying corn by the cwt. to the Comite on Resolutions. Carried.

Tom Morrisson asked that without binding the ass'n to any action the members in favor of buying ear corn by the cwt. arise. [Many arose.]

A call for those opposed to buying by the cwt. brot only Mr. Witt to his feet.

Adjournment to 1:30 p. m.

Tuesday Afternoon Session.

Pres. Foresman called the afternoon session to order at 2:05 and asked C. B. Jenkins of Noblesville to address the meeting on Why Some 58 lb. Wheat Free from Smell was Not Good Milling Wheat.

In the course of his remarks Mr. Jenkins said: The miller is opposed to mixing wheats. My predecessor at Noblesville, David Anderson, devised a system of valuing clean wheat which is still in use. Our books show that 17.8 lbs. more wheat of the 1909 crop is required to make a bbl. of flour than of the 1908 crop. Very little wheat that did not weigh 58 lbs. has gone over our rolls.

Tombstone wheat has caused millers no end of trouble and much of it has been found in each carload this year.



W. B. Foresman, Lafayette, Ind., Pres.
Ind. Grn Dealers' Ass'n.



M. T. Dillen, Indianapolis, Sec'y
Ind. Grn Dealers' Ass'n.

Blowing wheat is not cleaning it. We clean all our off-grade wheat thoroughly and generally realize a profit on it.

I have always been an enthusiastic organization man and believed in all meetings being open to the public. Your work along the line of grain improvement is of help to the community. I feel certain that every dealer can take an active interest in farmers institutes to his profit and pleasure.

I have traveled over three states in an effort to find some miller who was taking out the tombstone wheat and I found one who was doing it. We expect to prepare to do so some day. We have some wheat that has been run thru the cleaner 25 times and still it contains tombstone wheat.

G. W. Moor, Letts: I wish to ask, Can tombstone wheat be removed without the use of water?

Mr. Jenkins: It can not. The washing system is too expensive for country eltr. men to install.

Mr. Moor: Why is there not more 58 lb. wheat?

Mr. Jenkins: Because the country eltr. men do not keep their off-grade wheat separate. If they would keep the poor stuff by itself and clean it carefully their good wheat would grade better.

Geo. C. Wood, Windfall, gave some experiences in testing wheat widely at variance with tests at terminals.

E. H. Culver: I will give you some facts regarding the car of wheat Mr. Wood shipped to Toledo. He thot the test was wrong so I went to the car myself with a 50 inch trier. In order to get an average sample we draw grain from six different points in each car and then draw samples on the zigzag. An average sample of this car was tested on different scales and with different testers, yet it did not test within two pounds of Mr. Wood's test. You cannot test wheat correctly unless you first draw an average sample.

Geo. W. Moor: We must educate the farmer to understand that all 58 lb. wheat will not grade No. 2. My neighbors have been buying 54 lb. wheat on an 8 ct. cut and 53 lb. wheat at a 11 ct. cut, when they can not sell it at a cut of less than 24 cts. Millers who have washing machines are the only ones who can use the tombstone mixtures. It is not worth with-in 24 cts. of the value of No. 2.

C. Seward, Galveston: We buy wheat on the test and discount it accordingly. We have not lost money, but I understand that some buyers who bot much of the same wheat and made it test 2 lbs. per bu. more than we did have lost money. As soon as the new wheat started to move we sent to Chicago and bot two new testers. We compared the tests of our neighbors with our own and found a wide difference in testing.

Ira Cadwallader, West Lebanon: I think the country dealers can judge the quality of wheat just as well as these so-called city experts. I have shipped old corn, and they branded it new and discounted me. I have recently had corn grade No. 3 in Buffalo and Detroit, while elsewhere it is graded No. 4. It is time our terminal market grading was uniform.

Tom Morrison: I want to tell you that dealers who bot this tombstone wheat right made money and are satisfied. Get together, organize. Buy wheat right.

E. E. Elliott, Muncie: It has been the aim of the dealers of our section to re-

gard the rights of their fellow shippers and pay only what we can afford.

E. W. Phares: The Central Indiana Dealers were quick to learn that the new wheat was off-grade stuff. They tried to buy it right and most of them made money. The dealers do a great injustice to the farmers, themselves and the trade at large by neglecting to buy grain by grade. When I started in business at Kokomo I found dealers buying all wheat as wheat even tho it was filled with rye, straw or dirt. I started into buying the No. 2 and paying a fair price for it. I let the other dealers have the off-grade stuff. I did the same with corn and naturally raised a row. Today we are buying on grade and cleaning our off-grade stuff carefully.

R. A. Kuhn: The Plymouth Ass'n, especially the dealers south of Plymouth, are paying all that is necessary to get the grain regardless of what they can sell it at, but in Plymouth and north the dealers are buying on grade.

T. P. Riddle of Ft. Wayne exhibited a map of the northeastern section showing the location of every dealer. Twenty years ago Monroeville was the only point in our section having an eltr. The second eltr. caused alarm, the third consternation until when an eltr. was started only 4½ miles away the Monroeville eltr. man wanted to sell out. Our county now has 11 eltrs. and the section 57 dealers in hay and grain. The growers have better and nearer markets and are producing more, so all the dealers have considerable business. We feel that within sixty days we will have every dealer of our section in the ass'n.

The purpose of our organization is clearly stated in the following declaration:

Preamble.

Desiring to promote the general interests of the producers and shippers of hay and grain by the conserving of natural resources, the inculcating of honorable and equitable practices in trade, the acquiring and disseminating of valuable business information, the encouraging and facilitating of the settlement of disputes or complaints by arbitration and the guarding of the interests of hay and grain producers and shippers with respect to transportation and marketing problems, we, the members of the Hay and Grain Producers and Shippers Association, appreciating the desirableness of concerted action in this connection, do hereby agree to be governed by the following By-Laws:

All meetings are open and the markets are published in the papers circulating in the territory.

S. W. Strong, Secy of the Ill. Grain Dealers Ass'n: Illinois is covered with snow and the railroads are kept busy moving passenger and coal trains, so not much is doing in grain, but later we expect to keep them busy. I am always glad to meet with you as I always get some valuable pointers.

Adjourned to 7:30 p. m.

The Smoker.

The smoker Tuesday evening was opened with an interesting talk by Fred. C. Palin of Newtown, Ind., who captured the Kellogg trophy and the first prize for the best single ear of corn at the National Corn Show in Omaha last month.

In the course of his remarks Mr. Palin said: The grade of our corn would be much improved if you grain dealers would permit it to remain on the farm until it is in marketable condition. Some farmer with an empty purse comes into

your office and begs you to buy when you know the corn is not in fit condition to handle. You figure that if you do not buy, your competitor will, so you start to buying when you know it can not be safely handled.

Another thing. You are doing everything in your power to encourage sloppy farming by paying the same price for all corn. Why don't you brace up and pay for quality when you get it?

You know good clean grain is worth more; refuse to pay for the dirt and refuse. If you will demand clean grain and stick to it the farmers will soon bring no other.

The farmers of my section have taken exception to my paying so much for husking corn. I insist upon clean work. I may have established a price for husking, but their corn has not been husked. It was simply jerked, husks, stalks and all; and you dealers are largely to blame because you accept the stuff as corn.

The prize ear of corn was grown in a large field without any special attention. It came in on a load of other ears just such as I have here.

Another thing you can do to help the cause of improved corn, join the Indiana Corn Growers Ass'n and help along its campaigns of education. The Ass'n now has over 1,000 members, which is twice as many as the state ass'ns of Iowa and Ill. have. It will cost you but 50 cts. a year.

Another organization making for improved grain is the State Agri. College. It merits all the help you can throw its way, as the state deals very stingily with it.

The large varieties of corn will cause you no trouble if you will require the farmers to keep the grain until it is in marketable condition and then refuse it unless clean.

I thank you.

Upon the suggestion of a gentleman here I wish to remind you that ordinarily corn will shrink 20 bus. per 100 from Dec. 1 to June 1.

I wish also to call your attention to the fact that many farmers in our state leave their corn uncovered during stormy weather, which effects a great reduction in the quality of the corn, and increases the chances for your suffering loss on any that you may handle. You are to blame for the farmers not taking better care of their corn because you accept it all at the same grade. If you will discriminate against the inferior corn and pay what the good is worth you will soon educate growers to market their corn in a much better condition.

Mr. Palin exhibited the Kellogg trophy which he captured at Omaha, for the best single ear of corn, also the prize ear.

Bert A. Boyd, who was chairman of the Entertainment Committee for the local receivers, took charge of the program and introduced a story teller, or monologue artist, who kept his auditors laughing.

Next came popular songs, followed by an eminent professor of legerdemain.

A carefully selected committee from the association leaders bound two helpless youths with thumb screws, hand cuffs, arm ties, straight jackets and heavy bags, but all in vain. The boys readily slid from their shackles, much to the chagrin of Cloyd Loughry and Tom Morrisson.

Wednesday Morning Session.

President Foresman called the Wednesday meeting to order at 10:45 and asked for a report from the Laporte division.

Arthur Taylor, Caldwell: Ass'n work is somewhat new in our territory, but we are slowly gaining ground, with encouraging prospects.

E. K. Sowash, chairman of the Com'te on Resolutions, read the following resolutions, which were adopted as read:

Report of Committee on Resolutions.

CLOVER SEED IMPROVEMENT.

WHEREAS The quality of the home-grown Clover Seed in Indiana is steadily deteriorating, showing more foreign and fowl seeds, and,

WHEREAS we believe no small part of the blame for this condition lies with the Elevator Men, and Seed Dealers in not using sufficient care in the selection of Seed to be sold their Farmer Customers, therefore be it

RESOLVED That members of this Ass'n use every effort to improve the quality of the Clover Seed grown in the State by handling only the purest seed obtainable, and by a campaign of education with the Farmers of their immediate neighborhood that shall result in better care in selection of home-grown seed on the Farm.

CWT. FOR GRAIN TRADE.

WHEREAS After careful and thoughtful consideration, taking into account the experience of the practice in other countries and the experience of the practice in this State, with respect to corn, it is the consensus of opinion of the members of this Ass'n, that the interests of the grain trade would be appreciably advanced by the adoption throughout the United States of the practice of buying and selling grain by the hundredweight, therefore be it

RESOLVED That the Indiana Grain Dealers Ass'n advocate and labor for the adoption throughout the United States, of the practice of buying and selling grain by the hundredweight, and that we petition the Grain Dealers National Ass'n, to pursue the accomplishment of this recommendation.

"GAMBLING" IN FOOD PRODUCTS.

WHEREAS A decline of 6 cts per bushel in the price of Dec Wheat, during the last half-hour of the session of the Chicago Board of Trade, Dec 31st, 1909, is but one of the myriad evidences that quotations on the aforesaid Chicago Board of Trade are subject to frequent and unjust manipulations, and,

WHEREAS, This condition in any market of great influence can but be detrimental to the Grain Trade in general, therefore, be it

RESOLVED: That this Ass'n favors the application of such National Legislation as may be necessary to eliminate as much as possible all gambling in the food products of the Nation, and,

RESOLVED: That a copy of these Resolutions be sent to each of the Senators and Representatives of the State of Indiana, in the National Congress.

NATIONAL CORN SHOW.

WHEREAS An Indiana man has won the National Trophy for the best ear of Corn, exhibited at the National Corn Show held at Omaha, Nebr., and not only has this distinguished honor been given to a citizen of our State, but other honors and other prizes have been won by Indiana men, therefore, be it,

RESOLVED That it is the sense of the Indiana Grain Dealers Ass'n, here assembled, that all efforts on behalf of its members, directly, or indirectly be put forth to secure the National Corn Show, to be held in this Capital City at such time as will be best for the officers and members of such National Corn Show.

REPEAL OF DUTIES ON GRAIN.

WHEREAS It is a fact, self-evident, that the present high tariff on Wheat, Corn and Oats is in no way a protective tariff in times of surplus productions in the United States, and always a tax in time of short supply, therefore be it,

RESOLVED That the Indiana Grain Dealers Ass'n favors and does hereby recommend the absolute elimination of all Import Duties on Wheat, Corn and Oats, and be it

RESOLVED That a copy of these Resolutions be forwarded to Senators and Representatives of the State of Indiana in the National Congress.

Mr. President, your Committee on Resolutions desires to report that it has considered all matters presented to it and especially the reports of the officers presented at this session,

We wish to endorse the untiring efforts on the part of our Pres, Secy and Asst Secy, in getting new members in the Assn, as well as the other Officers.

We also extend the thanks of the Assn to the various gentlemen, who have contributed to the success of the meetings, by papers, addresses, etc.

We express our grateful appreciation, of the favor extended by the management of the Board of Trade in granting us the use of the Assembly Room, for this meeting.



Director E. K. Sowash, Middletown, Ind.

We appreciate the efforts of the Track Buyers and Receivers, of this city, for the Entertainment furnished us, also the manner in which the Grain Dealers Fire Insurance Co., of Indianapolis, handled our Register.

(Signed)

Jas. Wellington.
E. K. Sowash
D. L. Brookie.

Robt. Alexander, Buck Creek: The conditions in Lafayette division seem to be good. I am buying corn by the cwt., altho the others are buying by the bu. So far I have had no trouble.

Bennett Taylor, Lafayette: Our district is in good condition. We have a good crop of corn and buy it by the bushel of 68 lbs.

E. M. Wasmuth of the Auditing Com'te reported the books of the Ass'n in good order and the accounts correct.

J. W. McCardle, Indianapolis: After an absence from the trade I wish to assure you that I am glad to be back here looking into your faces. I would ask no better lot than to spend the balance of my days in the business. I wish you unbounded success.

I do wish every one of you would exert yourself to help to bring the Nat'l Corn Show to Indianapolis. We can get it here if we will work for it.

In regard to the evils of engaging for future delivery of the farmer I wish to read the following:

Evil of Engaging Grain for Future Delivery.

A subject fraught with many difficulties will never be solved until a uniform contract in which is provided such conditions that will compel both parties to carry out to the letter the provisions incorporated in said contract.

After being engaged in the buying of grain of the farmer for 24 years, this very subject has been very annoying, and I have given the matter much careful consideration.

I doubt if a perfect arrangement will ever be made in buying and contracting grain from the farmer. It is not all the farmers fault, because of the annoying conditions and disappointment in the selling and contracting of his grain.

My experience is that the American farmer is an honest man, and when you buy his grain if you will take a little time in going over the conditions pertaining to the purchase of the grain, either in a written or verbal contract, you will have little cause for complaint. Usually the farmer comes to sell you his grain and in the conversation he offers you "about 1,000 bus." (by the way this word about has lost me a great deal of money), at the price you agree upon. The dealer says alright not thinking that the market will not be one price all the time, but the farmer knows that he sold "about" 1,000 bus. of grain. If the market goes up he may not have over 700 bus., if it goes down he may have 1,300 bus. About is so very indefinite that he thinks he can take advantage of it and he does. This does not prove him dishonest, but on the other hand he flatters himself because he has applied one of the sharp, shrewd American farmers' tricks to the grain buyer.

It may be morally wrong for the farmer to sell his grain this way, but if it should be morally wrong, it is equally wrong on the part of the grain buyer to do business in such a careless manner. After many years experience in buying grain I find many farmers object to signing a written contract, so I adopted a very simple plan. It is this:

John Smith comes in and contracts "about 1,000 bus." of grain. All right, John Smith, I just take a little book out of my pocket, write in the book the following: "This day John Smith has sold to the Brown Grain Co. about 1,000 bus. of grain (at whatever price is agreed). Mr. Smith has the privilege to deliver on this contract for the maximum amount 1,100 bus. and for the minimum about 900 bus." I read this to Mr. Smith so he will know how much grain to deliver on this contract.

I found this plan the most satisfactory of any except a contract written or printed in full and the signatures of both the buyer and seller attached. I recommend, however, where it can be done, the written or printed contract giving full details to the transaction with both signatures.

When the local grain dealer begins business, it is his intention not only to buy all the grain he can, but in doing so he must try and adopt such plans as will insure the return of his patron. In other words your success depends largely upon the fact of establishing a trade and keeping it, and to do this you must not be too technical in your demands to have the transaction all your own way.

I firmly believe in the contract system of buying grain from the farmer. It eliminates all doubt as to what your agreement was, but should your customer be inclined to refuse to sign a contract, your next move would be to get your small book from your pocket, write down the purchase of grain and then read to the farmer that he has the option if the market goes up to deliver 100 bus. of grain less than he really sold and if the market goes down the same conditions will apply, and in my judgment your trade will increase instead of decreasing.

We have many difficulties to overcome and we are largely responsible for them. Carelessness in not fully understanding trade conditions, in short we are always in too big a hurry even to transact our business on business principles. This same careless way we apply to the farmer in the purchase of his grain, and I might add right here that most of the misunderstanding between the grain buyer and the farmer is the fault of the grain buyer.

In the purchase of his grain if you will exercise a little care, take a little time, and be very careful of the word "about" and "alright," little difficulty will be had either upon the part of the buyer or the seller.

I wish to add my commendation to the contracts and business rules applied by the terminal buyer. Little trouble have I experienced in the past twenty-five years of selling grain to the terminal buyer, and the reason for this is because his contracts being of such a character, you fully understand all their conditions, and I might say further that should a dispute arise as to the interpretation of the contract of a terminal buyer, you will find him always ready to meet you more than half way to effect an adjustment.

This is all brot about because of certain fixed rules adopted by this terminal buyer in order that he can give to the country grain dealer a "square deal."

In conclusion briefly let me admonish you all that it is the "square deal" we

are looking for. Let us have more of these meetings. Let the New Year with its splendid possibilities for an increased business remind us of a solemn duty we owe to each other that when differences of opinion exists apply the Golden Rule.

T. P. Riddle, Ft. Wayne: I wish to commend most heartily the paper just read. It is the best I have ever heard. The only way to contract grain or hay is in writing. We have so educated the farmers of our section no one can engage much grain in our territory without placing all the terms of the agreement in writing and giving a copy of it to the farmer.

J. M. Dunlap, Franklin: I am opposed to giving written contracts because it introduces too much uncertainty in the grain business and offers temptation to overspeculate, to over buy. You never know how much or what quality you will get. It fills competitors with suspicion of your movements, breeds discontent and discord.

Why do you want to contract grain? Are you afraid your competitor will get more than his share? Can you afford to speculate? If that is what you want to do, go into the speculative markets. But do not buy grain until it gets onto your scales. Other farm produce is sold only when delivered. Why buy grain before? The farmer does not know when the market has reached the top, neither do you, but if the market goes up, the farmer will be tempted to sell elsewhere and you will have loss or trouble.

H. H. Deam: I would like to get away from contracting, but the farmers come in early and are anxious to sell. If you refuse to buy they will sell elsewhere. The contracting habit is of long standing and the farmers seem unable to resist it.

E. W. Phares, Tipton: I avoid contracts when possible because I know I must pay the current price when the grain is delivered, even tho it would net me loss. I do not contract when I can avoid it.

E. W. Seeds, Columbus, O.: Make your contracts in legal form and with good people, then your risk is minimized. I have been contracting grain 25 yrs. and have refused to do so except when I had a fair margin and a safe deal.

G. W. Moor: I believe that contracting grain distributes the selling over the season and relieves us of the necessity of buying it all at once. The farmers wish to sell for future delivery, yet do not hesitate to denounce selling for future delivery in Chicago.

O. J. Thompson, Kokomo: I do not contract because competitors raised such a row about it. I believe it our duty to buy the farmer's grain whenever he wants to sell. We can protect ourselves in the central markets. If the farmers wish to take advantage of the premium now offered for deferred delivery in central markets we should help him to do it. Otherwise he will be tempted to go around us and sell direct to the terminal receiver. I wish to say that whenever I have contracted grain I paid the contract price when delivery was made, regardless of whether the price went up or down 20 cts.

D. L. Brookie in a long talk attacked the grain speculators of the central markets and likened them to gamblers who play with cards or dice. After the others had told him a few things which should be plain to every grain dealer, he moved to reconsider the resolution against future trading, but his request was lost in the scramble for recognition by the Pres.

E. W. Seeds: Eliminate speculation from any line of business and you kill it.

We have no greater speculators than the farmers. If you wanted to build a house today you would have to buy your steel six months in advance of its delivery. You would have to speculate.

W. B. Foresman, Lafayette: We are having no trouble in contracting. If the farmer is short or over 10 or 20 bus. on his contract we let it go. But if he is short more he makes good the shortage.

J. T. Higgins, Lafayette: Farmers are now hauling corn to me, which they have contracted to deliver to my competitors. They are much disgruntled with their contract, and some who have sold grain to me, deliver it to my competitors if the market goes up. I for one wish all contracting was at end. The farmers have no disposition to fulfill their contracts and the dealers do not require it.

Bennett Taylor: When a farmer voluntarily comes into our office and sells his grain we shall expect him to deliver the grain or pay the difference. I believe the farmer should be able to contract his grain. He should be able to exercise his business judgment as to future prices.

P. E. Goodrich, Winchester: We can not hear in this noisy room, hence I move that the semi-annual meeting of this ass'n be held elsewhere. Carried.

Tom Morrisson of the Nominating Com'te reported for President W. B. Foresman of Lafayette, Vice-pres. A. W. Taylor, Stillwell. For members of the Board of Managers for three years C. Moore, Waynetown, and E. K. Sowash, Middletown.

All elected.

Adjourned sine die.

Convention Notes

Detroit sent R. L. Hughes.

Tilghman A. Bryant represented Milwaukee.

Cleveland sent F. E. Watkins and H. D. Bawles.

Sec'y M. T. Dillen was re-elected by the new Board of Directors.

C. A. Rouse, the Erie Dispatch agent, gave the association cigars to burn.

T. J. Stofer of the Alder Grain Co., was the only representative from Buffalo.

Only one Baltimore representative, W. LeRoy Snyder of Hammond, Snyder & Co.

Illinois shippers in attendance—C. R. Patton, Waveland, and C. H. Wade, Paris.

W. H. Barnes, representing August Ferger & Co., distributed copies of the Cincinnati Daily Price Current.

Fred W. Kennedy, the car liner man, gave each jobber a brand new pen holder with instructions to write for more liners.

Pittsburg's delegation included W. W. Beatty, F. L. Davis, repta. Herb Bros. & Martin; W. F. Heck and H. G. Morgan.

Secy. S. W. Strong, of the Ill. Grain Dealers' Ass'n, was looking for suggestions for his annual meeting at Decatur in June.

New members admitted at the meeting were J. S. Sellars, Crawfordsville; Linton Milling Co., and Wimer, Brown & Co., Auburn.

Cincinnati's delegation included A. C. Gale and P. M. Gale, of The Gale Bros. Co.; W. H. Barnes, rep. August Ferger & Co.; H. W. Brown, F. E. Fleming, John De Molet and Widow McQuillan's son Billie.

Ohio's delegation included E. A. Grubbs Grain Co., Greenville; E. W. Seeds, Columbus; H. W. Kress, Piqua, and A. A. Cunningham, Tiffin.

Toledo was represented by E. L. Southworth, of Southworth & Co.; Fred Jaeger, of J. F. Zahm & Co., and Chief Grain Inspector E. H. Culver.

Identification badges were supplied by the Grain Dealers Mutual Fire Insurance Co., and everybody pulled the string. C. B. Sinax captured everybody's name and gave a paper weight with the compliments of the company.

Chicago was represented by R. W. Carder, of W. A. Fraser & Co.; P. S. Goodman; A. E. Hartley, repta. Sam Finney; A. R. Sawers; J. J. Stream, of J. C. Shafer & Co.; H. G. Smith, and Oscar C. White, of P. H. Schiffin & Co.

Out of town supply men in attendance included B. D. Heck, of the Philip Smith Mfg. Co.; J. H. Pank, repta. Invincible Grain Cleaner Co.; A. H. Smith, repta. Huntley Mfg. Co.; Chauncey E. Downey, repta. Richardson Scale Co.; Phil Hunter, repta. Kennedy Car Liner, and N. A. Grabill of Anderson.

Among Indiana Shippers in Attendance Were:

W. H. Aiman, Pendleton; R. Alexander, Bucks Creek; C. A. Ashpaugh, Scircleville;

E. W. Ball, Rushville; C. M. Barlow, Kokomo; J. C. Batchelor, Sharpsville; S. M. Beck, Frankfort; P. M. Blankenship, Paragon; A. Bowling, Adams; W. M. Bosley, Milroy; D. L. Brookie, Boyleston; H. L. Brown, Auburn;

Ira Cadwallader, West Lebanon; D. B. Clark, Hagestown; A. B. Cohee, Frankfort; M. L. Conley, Frankfort; G. W. Crise, Letts.

G. G. Davis, Tipton; N. O. Davis, and O. A. Davis, Frankfort; H. H. Deam, Bluffton; Wm. Donlin, Delphi; J. M. Dunlap, Franklin; G. W. Drake, Sheridan;

E. E. Elliott, Muncie.

E. A. Feight, Frankton; W. A. Feight, Parker City; W. B. Foresman, Lafayette; F. B. Fox, Tipton;

A. Gardner, Cottage Grove; H. S. Gardner, Kitchel; P. E. Goodrich, Winchester; J. W. Gordon, Summitville.

F. H. Hagenbuch, Sulphur Springs; J. S. Hazelrigg, Cambridge City; C. W. Hinkle, Rushville; C. A. Hornbeck, Ockley; H. L. Holly, Atlanta; J. Howell, Cammack; A. M. House, Hobbs; J. S. Huffer, Yorktown; M. S. Hufford, Sedalia; E. Hutchison, Arlington;

C. Jackson, Rushville; R. C. Jenks, Glenwood; C. B. Jenkins, Noblesville; J. L. Johanna, LaPorte;

Mr. Kelly, Talbot; A. W. Taylor, Stillwell; F. W. Kennedy, Shelbyville; R. A. Kuhn, Argos.

T. J. Lewis and S. C. Lewis, Roann; C. Loughry, Monticello; W. N. Loughry, Idaville; W. C. Lutz, Bunker Hill;

J. W. McCauley, Mellott; F. P. McComas, Rossville; R. T. Messenger, LaPorte; Mr. Martin of Wilkin; S. A. Miller, Mulberry; F. Million, Burnettsville; D. C. Moor, Waynetown; G. W. Moore, Letts; Tom Morrisson, Kokomo;

W. Nading, Shelbyville; T. H. New, Greenfield;

B. E. Page, Mellott; R. Porter, Cicero; E. W. Phares, Tipton; I. M. Phillips, New Waverly;

J. P. Rauschart, Cassville; A. E. Reynolds, Crawfordsville; J. A. Rice, Frankfort; W. Rider, Waynetown; T. J. Ryan, Delphi;

J. W. Sale, Bluffton; C. Sharp, McGrawsville; J. P. Shoemaker, Daleville; W. Simons, Kentland; W. A. Summers, Ambia; J. J. Snodgrass, Hillisburg; E. K. Sowash, Middletown; J. R. Stafford, Connersville; F. Strange, Frankfort; R. S. Stall, Thorntown;

D. D. Terhune, Linton; A. Thomas, Kenard; O. J. Thompson, Kokomo;

C. E. Van Steenburg, Manson.

Mr. Walker, Wheatland; E. M. Was-muth, Roanoke; J. W. Waltz, New Palestine; A. M. Wellington and J. Wellington, Anderson; T. B. Wilkinson, Knightstown; G. C. Wood, Windfall.

J. C. Young, Frankfort.

Wichita Receipts.

Receipts of grain at Wichita during the last six months of 1909 and 1908, as reported by J. S. Macauley, sec'y of the Wichita Board of Trade, were as follows:

	1909.	1908.
Wheat	5,209,000	4,278,000
Corn	440,000	570,000

Philadelphia Receipts and Exports.

The receipts and shipments of grain at Philadelphia during the last six months of 1909 and 1908, as reported by Frank E. Marshall, sec'y of the Commercial Exchange, were as follows:

	Receipts, bus.	Exports, bus.
	1909.	1908.
Wht 7,980,653	12,883,693	5,931,042
Corn 1,050,434	1,900,772	292,051
Oats 2,717,348	2,775,291

New York Receipts and Exports.

The receipts and exports of grain at New York during the last six months of 1909 and 1908, as reported by L. B. Howe, sec'y of the Produce Exchange, were as follows:

	Receipts, bus.	Exports, bus.
	1909.	1908.
Wht 16,540,700	20,840,700	11,367,364
Corn 3,621,850	3,323,200	969,485
Oats 12,830,675	12,501,100	163,340
Rye 204,900	331,825	95,472
Brly. 2,333,900	2,852,800	462,347

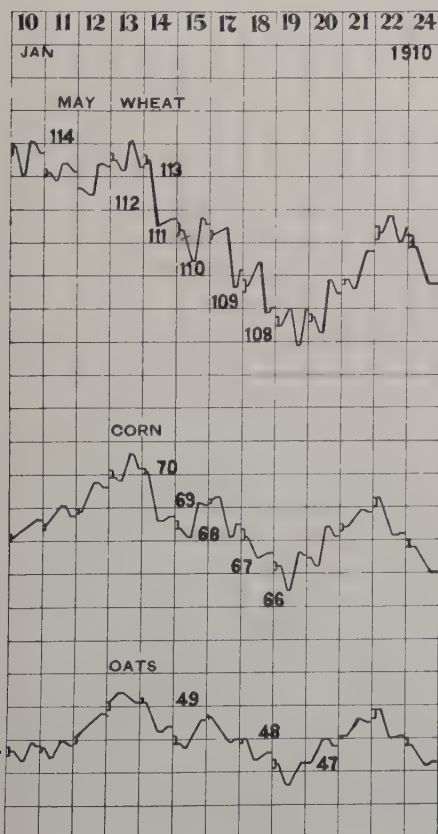
Kansas City Receipts and Shipments.

The receipts and shipments of grain at Kansas City, Mo., during the last six months of 1909 and 1908, as reported by E. D. Bigelow, sec'y of the Board of Trade, were as follows:

	Receipts, bus.	Shipments, bus.
	1909.	1908.
Wht 26,299,900	30,522,800	16,204,100
Corn 6,013,350	3,965,200	4,604,600
Oats 3,481,500	3,120,000	2,335,500
Rye 75,900	181,500	41,800
Brly. 136,400	420,200	33,000
Flx. 97,000	75,000	7,000

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for 2 weeks prior to Jan. 25, are given on the chart herewith:



New Orleans Receipts and Exports.

The receipts and exports of grain at New Orleans during the last six months of 1909 and 1908, as reported by H. S. Herring, sec'y of the Board of Trade, were as follows:

	Receipts, bus.	Exports, bus.
	1909.	1908.
Wht. 1,323,000	3,001,000	1,482,236
Corn 5,253,000	2,442,400	2,536,745
Oats 973,800	1,460,665	152,950

Boston Receipts and Exports.

Receipts and exports of grain at Boston during the last six months of 1909 and 1908, as reported by James A. McKibben, sec'y of the Boston Chamber of Commerce, were as follows:

	Receipts, bus.	Exports, bus.
	1909.	1908.
Wheat ..6,821,384	6,097,246	5,618,926
Corn ...1,176,072	703,142	629,151
Oats ...2,275,160	2,286,516	9,576
Rye34,285	252,412
Barley ..34,569	178,560

Cleveland Receipts and Shipments.

The receipts and shipments of grain at Cleveland during the last six months of 1909 and 1908, reported by Munson A. Havens, sec'y of the Cleveland Chamber of Commerce, were as follows:

	Receipts, bus.	Shipments, bus.
	1909.	1908.
Wheat1,067,871	1,401,505	359,394
Corn2,969,479	1,727,156	621,264
Oats4,446,059	4,469,744	909,522
Barley309,896	185,088	2,608
Rye517,464	807,056	492,994
Flax seed..732,602	774,125	34

Duluth Receipts and Shipments.

The receipts and shipments of grain and flaxseed at Duluth for the last six months of 1909 and 1908, as reported by Chas. F. Macdonald, sec'y of the Board of Trade, were as follows:

	Receipts, bus.	Shipments, bus.
	1909.	1908.
Wht 50,327,568	49,393,933	49,305,214
Corn 623,094	726,535
Oats 3,858,019	4,420,995	3,065,020
Brly. 9,097,599	8,740,450	8,680,747
Rye 517,464	807,056	492,994
Flax. 9,480,129	12,872,878	9,488,142

Peoria Receipts and Shipments.

The receipts and shipments of grain and seeds at Peoria for the years ending Dec. 31, 1909, and 1908, as reported by John R. Lofgren, sec'y of the Board of Trade, were as follows:

	Receipts, bus.	Shipments, bus.
	1909.	1908.
Wht. 1,354,431	1,441,228	990,065
C'n 15,153,043	16,827,384	11,203,270
Oats 8,232,217	10,799,700	8,427,950
Rye 314,800	337,500	94,714
Brly. 2,663,440	2,129,100	1,574,577
Seeds 2,111,240	885,000	2,319,756

*Lbs.

Receipts and Shipments at St. Louis.

The receipts and shipments of grain, hay and flaxseed at St. Louis during the years 1909 and 1908, as reported by Geo. H. Morgan, sec'y of the Merchants' Exchange, were as follows:

	Receipts, bus.	Shipments, bus.
	1909.	1908.
Wht 21,432,317	19,097,395	16,310,986
Corn 22,719,025	22,867,110	15,822,605
Oats 18,582,672	25,717,905	20,017,470
Rye 243,949	319,691	338,515
Brly. 2,837,700	2,965,639	333,555
Flax 58,500	44,250
Hay 188,565	238,605	109,255

Milwaukee Receipts and Shipments.

The receipts and shipments of grain, flaxseed and grass seeds at Milwaukee during the last six months of 1909 and 1908, as reported by H. A. Plumb, sec'y of the Chamber of Commerce, were as follows:

	Receipts, bus.	Shipments, bus.
	1909.	1908.
Wht. 5,518,174	7,312,842	1,852,547
Corn 2,317,100	2,247,000	2,304,663
Oats 4,441,500	8,230,000	2,796,694
Brly. 8,581,400	10,290,433	2,730,701
Rye 547,000	788,400	279,050
Flax 276,660	386,900	930
Tim'y*7,556,006	7,383,228	2,692,494
Clvr. 6,858,587	7,342,493	6,298,920

Baltimore Receipts and Exports.

The receipts and exports of grain, clover and timothy seed at Baltimore during the last six months of 1909 and 1908, as reported by Jas. B. Hessong, sec'y of the Baltimore Chamber of Commerce, were as follows:

	Receipts, bus.	Exports, bus.
	1909.	1908.
Wht. 5,426,937	8,204,115	3,641,609
Corn 5,752,125	3,534,462	2,215,537
Oats 1,811,644	1,714,710	540
Rye 388,985	584,527	47,142
Brly. 10,310	70,140
Malt 286,613	308,474
Clvr. 20,940	19,251	4,101
Timthy. 39,142	53,194	12,455

Cincinnati Receipts and Shipments.

The receipts and shipments of grain, clover, timothy and other grass seeds at Cincinnati during the years 1909 and 1908, as reported by C. B. Murray, supt. of the Cincinnati Chamber of Commerce, were as follows:

	Receipts, bus.	Shipments, bus.
	1909.	1908.
Wheat 4,874,871	4,963,264	4,340,416
Corn 10,344,408	10,029,457	7,202,444
Oats 17,273,766	6,616,273	15,916,804
Barley 540,156	666,459	55,032
Rye 681,847	587,522	261,501
Clover seed, bags 43,757	38,129	42,900
Timothy, bags 45,656	57,037	45,955
Other grass seed, bags 148,650	123,996	138,031

Miles Is Made President of Peoria Exchange.

B. E. Miles, the new president of the Peoria Board of Trade, has been associated with the grain trade since January 1888. During that time, up to 1906, he was with the well known firm of P. B. & C. C. Miles. He then went with the Warren Commission Co. and has since been associated with L. H. Murray in conducting the business of this house which formerly was owned and managed by B. Warren, Jr.

Mr. Miles, whose portrait appears herewith, was born Oct. 21, 1870, in Washington, Ill. He possesses those qualities which make a man popular among his fellows and it is predicted with confidence that his administration of the affairs of the Peoria Board of Trade will reflect credit alike on himself and the thriving organization of which he has been made executive head.



B. E. Miles, Peoria, Ill., Pres. Board of Trade.

Grain Trade News

ARKANSAS.

Weiner, Ark.—A rice mill costing more than \$75,000 will be built here by J. G. Frost and associates. Two persons have subscribed \$50,000 worth of stock and the rest is in sight.

Harrisburg, Ark.—The Poinsett Rice Growers' Ass'n has been formed by rice men of Poinsett County to build a rice mill here, ready for the next crop. Dr. A. D. Miller is pres. and J. W. Rooks, sec'y and treas.

Little Rock, Ark.—W. O. Stanley and the Brooks-Rauch Mill & Eltr. Co., creditors of the T. H. Bunch Co., that went into voluntary bankruptcy last September, petitioned Jan. 14 for other receivers than those now acting. As causes for their request they alleged that certain insurance policies have been invalidated by the action in bankruptcy, that H. K. Cochran, one of the receivers, is in control of the Bunch business and that he has sold articles in the company's stock below market value; that the Bunch Commission Co., formed after the T. H. Bunch Co. went into receivers' hands, is allowed free use of the office and desks which should be rented; and that the estate is being frittered away while it is handled for the benefit of T. H. Bunch and not for the benefit of the creditors. Mr. Cochran and C. C. Kavanaugh, the receivers, answered the petition by denying all its charges and presented a counter petition from the largest and most important creditors of the T. H. Bunch Co., holding claims of \$230,000, \$57,000, \$25,000, \$14,000 and less sums, asking that no change be made in the receivership. The court denied the petition for removal of the present receivers, but enjoined them from disposing of anything except of a perishable nature or the payment of any except necessary expenses until the bankruptcy petition of the T. H. Bunch Co. can be heard by the federal court at the appointed time.

CANADA.

Inglewood, Ont.—The eltr. here burned on the night of Jan. 6, with 3,000 bus. of grain; loss, \$5,500, partly insured.

Port Arthur, Ont.—Mr. Glasgow of Bainsville, Minn., will have charge of the new eltr. plant here of the National Eltr. Co.

Gilbert Plains, Man.—The grist mill and eltr. burned recently with about \$4,000 worth of stock; loss, \$30,000, partly insured.

Goderich, Ont.—The Goderich Eltr. & Transit Co. will build a cement and steel annex to its eltr. to increase its capacity to 500,000 bus.

Port Arthur, Ont.—During a single day 100 cars of grain from Winnipeg were recently received at the eltr. of the Port Arthur Eltr. Co.

Ottawa, Ont.—Members for western districts are demanding of parliament such changes in tariff as will give Canadian farmers an opportunity to sell their products in the United States or else protect them from the invasion of American farm produce.

Osage, Sask.—The eltr. of R. A. Culver, containing 12,000 bus. of grain, burned recently. It was erected in 1896 and had been kept up-to-date in every respect.

Saskatoon, Sask.—As a result of the consolidation of the Saskatoon Mfg. & Eltr. Co. and the Leslie Wilson Co., a new plant will be erected, including a large eltr. Tenders are already being called for the machinery and construction will begin as soon as possible.

New Westminster, B. C.—Notwithstanding the refusal of the British Columbian government to assist in the building of grain eltrs. at this point, E. H. Heaps announces that he and his partners consider the assistance offered by the Alberta government sufficient to start construction early in the spring.

Calgary, Alta.—The Calgary Grain Exchange will soon move into the Exchange Building, a five-story, fireproof structure, three stories of which are leased by the Exchange and various grain firms. A large photograph of the members of the Exchange will be placed in the board room. Separate pictures of all the members will be taken and mounted in group formation.

Emerson, Man.—Fire, caused by the friction of a pulley in the elevating machinery, destroyed the grain storage eltr. and warehouse of the Northern Eltr. Co. in West Emerson, Jan. 15, that had only been opened the previous day. It contained about 4 car loads of wheat and smaller quantities of other grains. Loss total, \$20,000. Some cars of grain on a nearby track also burned.

Winnipeg, Man.—W. J. Borland, a grain buyer employed by the McLaughlin Grain Co., who was arrested Nov. 27, charged with forging wheat checks, has been released. Three separate charges were made, alleging that he unlawfully made out and used a cash purchase ticket for grain, knowing it was illegal to deal with a ticket in that way. He pleaded guilty, the matter was settled out of court and the charges withdrawn Jan. 7.

Winnipeg, Man.—Wheat throwing and dancing marked the last 20 minutes of the market of 1909. At the last stroke of the gong at noon came the shrill scream of the pipers and George Ruttan, bearing a huge Union Jack, and followed by a piper, Pres. George Fisher, Samuel Scott, John Fleming, F. O. Fowler, W. W. McMillan, Frank Simpson and others began a grand march around the trading room, that ended in the center of the pit, with three rousing cheers for 1909 and three cheers and a tiger for 1910. Floormaster Hickson then swept a space under the blackboards and a Scotch reel was danced by John Fleming, Sam Scott, Frank Simpson and Frank Fowler, that came to a sudden stop when Ernest Parker dropped a few pounds of wheat on George Ruttan, who was waving the flag over the dancers. The wheat made the floor so slippery the dancers came down in one sprawling bundle. In five minutes after the close of the program the members were at work again, trying to close up the final trade of the morning.

COLORADO.

Lamar, Colo.—The American Beet Sugar Co. has bot a Hall Signaling Grain Distributor for its eltr. here.

Denver, Colo.—The Colorado Grain Dealers Ass'n will convene in this city Feb. 25 and 26. Among those who will address the meeting are Governor Shafroth, Mayor Speer, J. K. Mullen, Sec'y E. J. Smiley, and M. C. Harrington. An invitation is extended to the grain dealers of Kansas, Nebraska, Idaho, Utah and Wyoming to be guests of the Colorado Ass'n. The Denver dealers will give a complimentary banquet on the evening of the 25th and on the evening of the 26th a complimentary theater party will be given to all visitors.—G. E. Ady, pres. Colo. G. D. A.

CHICAGO.

The Midland Eltr. Co. has been dissolved.

Edw. G. Heeman has opened a branch office in San Francisco for J. C. Wilson.

Calumet Eltr. Co. at South Chicago, under the management of the Central Eltr. Co., has been declared regular.

Charles Arundar Shearson of Shearson & Hamill, died at his residence in New York City, Jan. 22, after an operation for appendicitis.

Eugene Purtelle & Co., incorporated to do a general commission business; capital, \$50,000; incorporators, J. T. Tyrell, Victor B. Scott and J. H. Dunn.

Local grain receivers are indignant at the action of the Illinois Central in advising shippers in its territory to send their corn south instead of to Chicago.

Hurrying across the floor has led to collisions between messengers and members. The floor committee accordingly has forbidden a gait faster than a walk.

Frank W. Hammer, recently admitted to membership in the Board of Trade, is associated with C. P. Herrick, engaged in the cash grain and commission business in northern Illinois.

Grain receivers will make a vigorous protest against the enforcement of the new demurrage rules cutting down to 24 hours the free time for the disposition of grain after inspection.

McKenna & Rodgers have moved and now have two rooms in the Board of Trade Bldg. The room they formerly occupied has been taken by S. H. Woodbury & Co., while winding up their affairs.

Mrs. Sadie Clemens died of pellagra, Jan. 14, at the state hospital for the insane in Elgin, where she was committed from Cook County two years ago. Hers is the third death from pellagra in the institution. No other cases now there.

The death of John J. McDermid, a former member of the Board of Trade, was announced Jan. 10. He was 73 years of age and had retired several years ago after having been in the rye trade for a long period. He leaves two sons who are members of the Exchange.

The hay market in Chicago continues to be very strong and we can see no immediate relief in sight inasmuch as the shippers in the country are not sending in any hay. All kinds and grades of hay are in very urgent demand, and sell immediately on arrival at prices exceptionally high. The trade in this market expected that as soon as the weather moderated there would be more hay coming in. However this is not the case.—W. R. Mumford & Co.

The blackboard on which are posted the quotations of all the outside grain markets has been replaced by a new board in an elevated position above the exchange floor where the figures can be seen by traders in the pits without leaving their positions.

The railroads will receive 5 per cent as formerly of the increased fee for inspection. Chief Cowen proposed to make the allowance 3 per cent, but a horde of railroad attorneys descended on the Railroad & Warehouse Commission and argued all day for 10 per cent.

Adolph Eichenbaum, a feed merchant who owns the site, will build an office of one story, 50x74 ft., and an eltr. 30x64 ft. and 94 ft. high, of mill construction to cost \$35,000. The office will be of pressed brick with stone trimmings and composition roof, gas and electric fixtures inside.

Homer Ash, for many years one of the best known figures in the corn pit, was 60 years old Jan. 10, and his friends gave him a bouquet of 60 American Beauty roses. The number surprised most of the members as, from his boyish appearance, Mr. Ash had been generally believed to be in his early forties. C. B. Congdon presented the roses and complimented Mr. Ash on his excellent condition that made him a young man despite the years he had put behind him.

The Board of Trade membership of the estate of B. P. Hutchinson was sold, Jan. 20, for \$2,500 net to the seller. Mr. Hutchinson died March 17, 1898, after a long and mainly successful speculative career, that made the name of "Old Hutch" famous. One of his most notable achievements was in September of 1888, when he ran the price of wheat up to \$2 per bushel. His estate, divided some years before his death on account of his mental breakdown, has been paying the annual dues on his Board of Trade membership.

A band "second to none in America," owned by Chicago to play for Chicago and advertise it, is proposed by a committee of the Board of Trade, that has organized the "Publicity Society of and for Chicago." The committee consists of Philip Seipp, James C. Murray, Allan M. Clement, Fred A. Paddleford, David H. Harris, S. P. Arnot and William H. Lake, who purpose using the band as a basis for an annual musical festival and sending it to tour this country and also to foreign lands as a representative of the city.

Poor service at the Chicago railroad terminals is hampering trade and making it unnecessarily expensive to handle grain. The state inspection department feels the delays. At Pacific Junction for example the agent of the Milwaukee road swore he had in the yard 3 cars for J. H. Dole & Co. The samplers of the state searched from one end to the other in vain. A couple of days later one of the searchers chanced to be at Galewood and noticed one of the cars, its number having been firmly impressed on his mind. Going to the Pacific Junction agent the latter reiterated that the cars were in his yard. The inspector called him a liar and showed that the one car and the two others were still lost at Galewood. In another recent case the inspectors had to walk 8 miles for a lost car. This poor service by the railroads delays the inspection department, prevents receivers from making prompt returns and compels the country shipper to pay many days of extra interest.

Wm. E. Erwin, a receivers' agent, has petitioned the circuit court to compel the state's attorney to bring suit against Chief Grain Inspector W. Scott Cowen, requiring the latter to show by what right he is taking samples of grain for receivers. The suit brot by another receivers' agent, Robert Bebb, in November, has been practically dropped by Bebb's attorney asking for a continuance to February. The legal point against the suit by the receivers' agents is that to have standing in court in cases of this kind a property right must be shown. After hearing the petition of Mr. Erwin Judge Baldwin took the matter under advisement.

At the meeting of the Board of Trade directors, Jan. 11, Sec'y George F. Stone was reappointed for the fortieth time. Assistant Sec'y Walter S. Blowney was also reappointed. Pres. A. Stamford White appointed the regular standing committees of the directors for the coming year. David A. Noyes, a new director, was given the chairmanship of the room committee. A. O. Mason heads that of legal advice, which includes Messrs. Clement and Merrill. Committee on rules: Messrs. Randall, Arnot and Wood. W. H. Perrine is chairman of the warehouse committee that includes Andrew and Murray. Members of the grain committee are Merrill, Murray, Brown, Tearse, E. L. Glaser, C. B. Pierce and George A. Wegener. Committee on flaxseed inspection: Mr. Schneider, T. M. Hunter, George E. Alt and P. H. Eschenburg. Henry R. Whiteside was appointed hay inspector.

The railroads entering Chicago have decided unanimously to use the new uniform demurrage rules formulated by the National Ass'n of R. R. Commissioners and approved by the Interstate Commerce Commission. This action was taken at the quarterly meeting of the Chicago Demurrage Buro and the rules will take effect March 1 in the territory extending from Waukegan on the north to Porter, Ind., on the south and bounded on the west by the line of the Elgin, Joliet & Eastern Ry. One of the principal changes in the new rules is the provision for an averaging of demurrage charges, by which if a shipper returns a car to the railroad within the 48 hours' free time allowed for unloading, he is credited on other cars, for which he may take more than the allowed time. Both railroads and shippers have expressed general satisfaction with these rules. The new rules were published in full in the Grain Dealers Journal Nov. 25, page 668 and 669.

Membership in the Board of Trade has been applied for by Edward W. Todd, George R. Argo, Henry P. Watson, John N. Allen, James R. Williston, Parker Saunders, Frank Peter Fox, William E. Johnson and Milton J. Whitely. The following have applied for transfer of membership: Edward E. Todd, Frederick W. Parker, Ray A. Searle, L. T. Watson, Charles W. Egan, Oliver H. Patterson, and the estates of James Whitely, Nelson Morris, B. P. Hutchinson, and R. J. Richardson. The directors recently admitted to membership: Ezra L. Southworth, William H. Morehouse, John Wickenhiser, John S. Dickerson, Harry H. Langenberg, Edwin L. Camp, Clarence H. Clarke, Samuel Nast, Frank W. Hammer, Ira D. Hough, John M. Dennis and Hugh S. Peterson. The price of membership has advanced from \$2,450 in December to \$2,850 net to the buyer, for which a membership recently sold. Of this gain \$75 is the increased transfer fee under the new rule.

Again the examination into the affairs of John Dickinson, former broker and member of the Chicago Board of Trade, who disappeared from the city following the failure of his firm last February, has been postponed. The referee in bankruptcy was informed Jan. 17, that Dickinson is cultivating a vineyard in California. About \$45,000 in assets have been discovered and Jacob Ringer, attorney for nearly 100 brokers and creditors, said: "If he is not here Jan. 28, the date set for the next hearing, I shall see that he is brot here."

The annual meeting of the Board of Trade, to receive the secretary's financial statement and install the new president, was held at 3 p. m., Jan. 10. Officials expressed the belief that the public would recognize the exchange as on a sound basis and not a mere speculative center if complete publicity were given to its work; hence the reports of retiring officers were read in detail and special emphasis was laid on those of the weighing, grain testing and rate committees of the Board. The weighing committee has tested many scales to insure the delivery of correct weights and the grain committee has made tests of more than 13,000,000 bus. of grains to determine quality. From a financial standpoint the year was fairly prosperous. Receipts from all sources were \$422,520.85; expenditures, \$429,775.21. The cash on hand Jan. 3, 1910, amounted to \$120,992.24 in the general fund with \$1,400 in the special assessment fund, a total of \$122,392.24 compared to \$129,646.60 Jan. 4, 1909. The bonded indebtedness is \$1,094,500, a decrease of \$51,600 during 1909. The membership now numbers 1,666 against 1,687 last year. John A. Bunnell, the retiring president, was presented a handsome bouquet of roses from the directory with a highly complimentary address by the retiring first vice president, James Bradley, who in turn was similarly favored thru S. P. Arnot. Mr. Bunnell said the committee that had been preparing plans for the erection of a new building on the site of the present structure would soon be ready to report. He observed: "We own a property, the value of which is probably not fully appreciated and the matter of its improvement is so important that great care is necessary to reserve its benefits for all time." The new officers installed were A. Stamford White, pres.; Frank M. Bunch, 1st vice pres.; A. O. Mason, A. E. Cross, R. E. Tearse, E. F. Leland, W. S. Dillon, W. H. Perrine and David A. Noyes, directors.

IDAHO.

Deary, Ida.—The Northern Idaho Grain Co. has been organized.

ILLINOIS.

Wadypetra, Ill.—B. C. Chase has sold his eltr. to W. C. Williams.

Gerlaw, Ill.—I have succeeded the Gerlaw Grain Co.—R. B. McReynolds.

Brimfield, Ill.—The Brimfield Eltr. Co. is putting in new eltr. cups to replace the old ones long in use.

Chicago Heights, Ill.—J. F. Leising & Co., have incorporated as the J. F. Leising Co. W. W. Smith is sec'y.

Ludlow, Ill.—George Inman has sued Claudon Bros. for corn he alleges they bot of his tenant without right.

Lexington, Ill.—The Lexington Grain Co., an organization of farmers, has purchased the eltr. here of the Rogers Grain Co.

Jamestown, Ill.—I have an eltr. here with a capacity of 20,000 bus. and crib room for 5,000 bus.—E. R. Neff.

Easton, Ill.—John Ross, who has been mgr. of the Easton Farmers Grain Co. for the past 8 years, has resigned.

Nokomis, Ill.—I recently bot the eltr. here of H. J. Bender and he is now out of the grain business.—Henry J. Nobbe.

Erie, Ill.—C. H. McLane has let the contract to Honstain Bros. Co. for an up-to-date, 30,000-bu. eltr. to cost about \$7,500 completed.

Mt. Carroll, Ill.—Luther Sisler, who succeeded W. W. Hartman last summer, will take down the eltr. in the spring and sell its equipment.

Nekoma, Ill.—Fred Quayle has succeeded J. M. Kingdon as mgr. of the eltr. of W. A. Fraser & Co. Mr. Kingdon has taken a position in Galva.

Holder, Ill.—Mr. Hawkins of Fletcher has bot the eltr. here of J. E. Hawthorne, of the Hawthorne Grain Co., from the trustee in bankruptcy for \$4,300.

McDowell, Ill.—By its recent purchase of the eltr. of the Rogers Grain Co., the McDowell Farmers Eltr. Co. now controls the eltr. business at this point.

Fletcher, Ill.—James S. Ewing has bot from the trustee in bankruptcy the two eltrs. here of J. E. Hawthorne of the Hawthorne Grain Co. Price, \$5,900.

Watseka, Ill.—The Watseka Farmers Grain Co., that bot the eltr. of Rose & Jakle in November, has decided to increase its capital stock from \$7,500 to \$10,000.

Fullerton, Ill.—I will operate the eltr. I bot here recently, but will live in Farmer City. I saw the advertisement for this eltr. in the Grain Dealers Journal.—A. A. DeLong.

Burton View, Ill.—The recently organized Burton View Grain, Lbr. & Coal Co. paid \$6,000 for the eltr. property that formerly belonged to the Gordon Mill & Grain Co.

Peoria, Ill.—The Board of Trade membership of Jacob Woolner, deceased, has been transferred to E. S. Woolner, sec'y of the Union Brewing Co.—John R. Lofgren, sec'y.

Thomas sta., Alvin p. o., Ill.—J. R. Carter of Alvin sold his eltr. at this station, Jan. 12, to Davis & Miller of Armstrong, Ill., and will give possession March 1.—E. W. Carter, Alvin, Ill.

Davis Junction, Ill.—George TerVeon, who has had charge of the eltr. of the Neola Eltr. Co. for the past seven years, has resigned and Mr. Miners from Chicago is in charge temporarily.

Peoria, Ill.—Grain receipts at Peoria during December, 1909, were as follows: Wheat, 83,856 bus.; corn, 1,668,405; oats, 634,750; rye, 22,300; barley, 177,200; seeds, 41,240 lbs.—John R. Lofgren, sec'y Board of Trade.

Dallenbach sta., Staley p. o., Ill.—Edward Rising and Claude Locke have purchased a site on which to build a 10,000-bu. eltr. early in the spring, that will be the first on the Ill. Traction system between Danville and Springfield. A few have been built on this system between Springfield and St. Louis.

Colfax, Ill.—Joseph Kemp of Lexington has offered the trustee in bankruptcy \$7,100 for the eltr. here of J. E. Hawthorne of the Hawthorne Grain Co. As the property is valued higher the trustee may not make the sale. When this sale is made it will complete the disposal of the Hawthorne property.

Coles, Ill.—J. L. Cheever has been elected sec'y for the farmers who are organizing an eltr. company. They now have \$10,000 of stock subscribed. John Martin, Frank Davis and Harvey Hawkins are on the committee in charge of stock.

The Northern Illinois Grain Dealers' Ass'n at its recent annual meeting elected A. N. Hilton of Symerton pres., Edgar Taylor of Kankakee, vice-pres., and re-elected Frank Baker sec'y. Hereafter the regular meetings at Chicago will be held on the second Friday in each month.

Waterman, Ill.—While my failure is a fact I do not deny, the published statement of my assets and liabilities is far out of the way. My assets figure out \$12,660 and my liabilities range between \$9,000 and \$10,000. George W. Wakefield has taken over the business.—Roy Wakefield.

Lockport, Ill.—John W. Dwyer, a promoter of the farmers' eltr. company at Minooka and a large stockholder in a bank there, with his brother, J. D. Dwyer, obtained control, Jan. 12, of the Lockport eltr. and milling plant owned by Michael Fitzpatrick and Chester Allen, and at once prepared to handle corn and oats. They expect to be ready to make oatmeal by March 1.

Farmersville, Ill.—I succeeded the Nobbe Eltr. Co. here, Jan. 1, and also started an electric light plant in connection with my grain business. I now furnish lights to the people of this village and in the spring I will light the village of Waggoner and furnish electric light to the farmers along the line. It will not be long before farmers in this vicinity will all use electricity as they now use telephones.—Charles H. Nobbe.

Emington, Ill.—Herb Bros. went into voluntary bankruptcy, Jan 15, with liabilities of \$21,000 and resources between \$7,000 and \$8,000. They sold all their oats last summer at about 33c, and their loss was so great they could carry the burden no longer. Jacob and E. M. Herb have been in the grain business here for about 15 years and have won a desirable reputation for square dealing that earns them much sympathy in their misfortune. Nothing has been heard from Mart Fisher, the eltr. owner who disappeared some months ago, leaving a vague note indicating insanity and suicide. He left his partner, James Taylor, burdened with a debt of \$30,000, which Mr. Taylor has entirely paid.

Peoria, Ill.—The annual election of the Board of Trade was held in the morning of Jan. 10 from 10 o'clock until noon. Nominations proved equivalent to election, as the candidates had no opposition and no tickets were scratched except in the few cases where modest candidates refused to vote for themselves. B. E. Miles was elected pres.; George Breier and H. H. Battles, vice pres.; John R. Lofgren, sec'y; Walter Barker, treas. Directors: Warren Buckley, S. C. Bartlett, Theo G. Jacobs, A. G. Tyng, C. C. Miles, T. A. Grier, F. L. Wood, Adolph Woolner, Jr., D. Mowat and F. M. Cole. Committee of Arbitration: John Thode, C. H. Feltman and D. D. Hall were elected for the 2-year term and Frank Baker for one year to succeed S. C. Bartlett who was elected a director. W. W. Dewey, J. K. Macy and F. W. Arnold were elected members of the Committee of Appeals for a term of two years. The new officials took up their duties Jan. 17, when the first meeting of the new board of directors was held and Pres. Miles issued his appointments of standing committees.

Bondville, Ill.—Edward Rising and Claude Locke are planning a series of eltrs. along the interurban between Champaign and Decatur, one of which will be built here. Thru its agreement with the C. & E. I. R. R. Co. the Illinois Traction system has an outlet for grain equal to the railroads, with seaboard connection; hence the two men are obtaining options on desirable sites for eltrs. along this part of the line, and will begin construction in the spring.

INDIANA.

Tipton, Ind.—E. W. Phares will install an automatic scale.

Avery, Ind.—Thompson & Cohee have succeeded Thompson & Kelleher.

Thorntown, Ind.—McBane & Witt have succeeded us.—Thorntown Mfg. Co.

Scottsburg, Ind.—The Blish Milling Co. of Seymour will build an eltr. here.

Peru, Ind.—We have put two new dumps in our eltr.—Canal Eltr. Co.

Walton, Ind.—We have succeeded Phillips Bros. & Bechdol.—Phillips & Bechdol.

Huntington, Ind.—We have built a new office here.—J. F. Winebrenner, Sons & Co.

Rushville, Ind.—We installed a new No. 2 Western Sheller in our eltr.—Brown & Ormes.

Brooklyn, Ind.—We have put a new cylinder on our engine.—Hughes Lbr. & Grain Co.

LeRoy, Ind.—Love Bros. have completed the eltr. to replace the one burned last Nov.

Logansport, Ind.—I bot the eltr. of F. M. Blassingham & Co. at this place.—J. R. Ullrich.

Huntington, Ind.—We are holding 400 tons of hay for higher prices.—C. E. Bash & Co.

Franklin, Ind.—We installed a new Western Sheller in our eltr. here.—J. M. Dunlap Grain Co.

Orland, Ind.—I intend to install a larger engine and one new short eltr.—O. L. Waterman.

Atlanta, Ind.—Winders & Berg are scooping here, the regular dealers are Walton & Whistler.

Rushville, Ind.—Cary Jackson, who sold his eltr. at Falmouth, Ind., to Jacob Gross, is located here.

Arcadia, Ind.—Winders & Berg, who succeeded the Hollett-Winders Grain Co. last summer, are scoopers.

Cammack, sta., Muncie p. o., Ind.—I contemplate installing a new pair of automatic scales.—John Howell.

Galveston, Ind.—The Urmston Grain Co. of Tipton, Ind., has bot one of the eltrs. of the Galveston Grain Co.

Goshen, Ind.—Johnson & Co., hay and grain dealers, incorporated by the directors, L. L. and S. A. Johnson and T. J. Juday.

Riverside, Ind.—In the early summer we will overhaul our eltr. here and install new machinery.—Crabbs, Reynolds, Taylor Co.

Flora, Ind.—Miller & Walker have brot suit against N. B. Sharp to recover \$225 damages for failure to deliver 1,500 bus. of corn on or before Jan 1, on contract.

Warsaw, Ind.—Zeal Barringer caught his foot in the grain chute at the eltr. of the Warsaw Eltr. Co., recently, and his leg was so twisted the ligaments were torn and sprained.

Bloomfield, Ind.—The Worthington Grain Co. has been formed by Harry H. Stahl, Wm. P. Ballard and E. Byrd Squire.

Cicero, Ind.—I have installed a new sheller and a Bull Dog Combination Crusher and Grinder in my eltr.—E. E. Cornthwaite.

Whiteland, Ind.—We erected a new storeroom for use in storing feed and flour.—Otto Sharp, mgr., Whiteland Grain & Coal Co.

Westville, Ind.—Guy Wolfe fell from the staging in the eltr. recently and received injuries the physicians fear will prove fatal.

Monticello, Ind.—Bert Lowe has rented the 15,000-bu. eltr. of Lowe & Son to the Loughry Bros. Mlg. & Grain Co. and will engage in other business.

Tipton, Ind.—W. S. Richie, who lives here and owns the eltr. at Hobbs, Ind., has been sick all winter with inflammatory rheumatism.—G. G. Davis.

Walton, Ind.—We never store grain for farmers as we do not think it is a good thing. Our experience is that storing grain makes enemies.—Small Bros.

Lagro, Ind.—James Sweeney has succeeded Alva Jeffrey at the eltr. of Wm. A. Elward. Mr. Jeffrey, who has been at this eltr. for years, resigned to go into the hardware business.

Franklin, Ind.—We built an addition to our elevator here to be used for storage room; capacity, 80,000 bus.; cribbed structure, cement foundation, also installed new conveyors.—Wm. Suckow.

Wabash, Ind.—We store wheat for farmers free of charge, and think it helps our business, because we get quite a bit of grain in that way which we wouldn't if we did not store it.—T. W. King & Son.

Colfax, Ind.—E. Ward Moore of Thorntown has bot the eltr. here of Ed. Lee, who only recently purchased it from John C. Young of Frankfort. Mr. Young bot it of Jordan & Conarroe, Nov. 8, 1909.

Peru, Ind.—We store wheat for farmers for two months free. We used to store corn and oats but cut it out and we think the wheat storage proposition will be cut out within the next year.—Canal Eltr. Co.

Floyd Knobs, Ind.—This place has no railroad but it has an eltr. built recently by Frank Best, who has a grocery, bar, hay and seed warehouse and residence all adjoining. The 10,000 bu. eltr. has concrete walls up 24 ft.

Indianapolis, Ind.—The chief grain inspector of the Board of Trade has been instructed to be governed in grading corn as to moisture test by the following maximum limits; No. 1, 15% of moisture; No. 2, 17%; No. 3, 19%; and No. 4, 21%.

Petersburg, Ind.—A sort of farmers' eltr. was put in here last fall, that shipped two cars of corn during the crop; however, it got a late start. I sold my interest in the S. J. Haines Eltr. Co. last August, and the house is now operated by the John Brenton Eltr. Co.—S. J. Haines.

Indianapolis, Ind.—The Indianapolis Board of Trade has declared a dividend of 1% on its common stock, has retired \$2,000 of the preferred stock and has placed \$1,000 in the mortuary fund. This is regarded as a satisfactory condition of the finances so soon after completion of the new building, which was not expected to yield early returns.

Kempton, Ind.—L. H. Jordan, senior member of Jordan & Son, sold a quarter interest in the eltr. and milling business here to Ollie Gossard. J. C. Jordan, the son, has sold his interest to his father, becoming interested in the Southern eltr. at Indianapolis.

Letts, Ind.—On account of us not having an ass'n and keeping in touch with other ass'ns we are doing business at a loss. We should have a local ass'n. But one man from my county was at the state convention. We should get together more.—George W. Moore.

Auburn, Ind.—We remodeled the eltr. we took over last May, formerly known as the Vandalia Eltr., and now contemplate installing a new cleaner. This will make our plant practically complete, the most complete in our section.—H. L. Brown, Wimer, Brown & Co.

Lafayette, Ind.—When the afternoon session of the corn school at Purdue University closed Jan. 13 nearly 1,100 people had registered in spite of the unfavorable weather that kept hundreds away. The school ended Jan. 14. It was part of the 8th annual Farmers' Short Course of the university.

Lafayette, Ind.—At the annual meeting of the State Corn Growers' Ass'n Joseph Brigg of Daleville was elected pres.; L. P. Clore of Franklin, who has four times won the world's championship in corn growing, and Grant Johnson of Dale were elected vice presidents; G. I. Christie of Lafayette, sec'y and treas.

Evansville, Ind.—Iglehart Bros. have let the contract to M. J. Hoffman for \$71,000 for the rebuilding of their plant burned some months ago. Great precautions will be taken in putting up the new buildings to make them as nearly fire-proof as possible. A \$11,000 sprinkling system will be installed. The plans call for a 3-story warehouse 52x100 ft.; an office, 52x43; a 1-story engine room and boiler house, 60x50 ft.; a 6-story mill, 60x46 ft.; a 7-story eltr., 26x60 ft.; also large grain bins, and sheds for grain cars. Iglehart Bros. expect to spend about \$100,000 on the plant.

Flora, Ind.—Bert Miller and Nelson E. Walker, who operate an eltr. here under the firm name of Miller & Walker, have filed two suits for damages, one against N. B. Sharp for \$225 and the other against Mr. Sharp and his wife jointly asking \$90 damage. These sums represent the 15c difference between 45c and 60c per bu., which Miller & Walker allege they would have received on 1,500 bus. and 600 bus. of corn the defendants should have delivered to them, according to contract, on or about Jan. 1. In their complaint they state they had arranged to sell the grain as soon as it was delivered, but were unable to do so because the defendant sold the grain to others.

Berne, Ind.—In winter I use my barn for surplus coal and cobs and while storing away some things in the haymow to clear the way to the fuel I had to walk over a lid used to cover a hole, thru which hay is put down. This lid had not been placed right, and when I stepped on it I was thrown on my right shoulder, which was dislocated and the ligaments so badly injured I not only carry my arm in a sling with my shoulder bandaged tight, but suffer much pain constantly and have to dictate letters and direct my work from the house, which I will hardly be able to leave for another week. Fortunately, I carry some accident insurance, and I have been enjoying a good business.—C. G. Egly.

Martinsville, Ind.—We do not store grain free for farmers; there is no reason for it. We might as well build a barn and give it to them. We charge $\frac{3}{4}$ c a bu. per month when we do store it. We think it is bad business.—Thornburg Mlg. & Eltr. Co.

Lyons Station, Ind.—Thomas O. Stanley suffered a bad accident Jan. 10. He was alone in his eltr. shelling corn when in some manner, he cannot clearly explain, his left hand was caught between the cogs of the machinery. The three largest fingers were crushed to a pulp and had to be amputated. A portion was also removed from the little finger and the thumb. Mr. Stanley is widely known and many sympathizers deplore his lifelong affliction. The accident prevented him from attending the annual meeting of the Indiana Grain Dealers' Ass'n, the first he has missed for a long time.

Huntertown, Ind.—The recently organized Huntertown Grain Co. bot the eltr. here of the Berne Grain & Hay Co., Jan. 10, and will take possession as soon as cars can be obtained to load out sufficient grain so it will be possible to take an inventory. The new company consists of three Berne men including myself, James O. Grove of Lagrange, Ind., and merchants and farmers of Huntertown. Dr. Frank Greenwell of Huntertown was elected pres.; C. L. Tilden of Huntertown, sec'y and treas.; D. C. Welty and myself of Berne and Charles Blake of Huntertown, directors. We have incorporated for \$8,000.—C. C. Egly, Berne, Ind.

Monroe, Ind.—About 2 o'clock in the afternoon of Jan. 12 the west wall of the eltr. of the Monroe Grain & Hay Co. gave way and 20,000 bus. of wheat and corn mixed with bricks and broken timbers were scattered over the tracks of the G. R. & I. R. R. Mgr. M. L. Oliver states that "the collapse is not very serious, and we will be able to repair at small expense. The main building sustained no damage. The crib was constructed to store ear corn; but, on account of being unable to get cars to move grain, we were obliged to throw about 4,000 bus. of shelled corn in with the ear corn and the weight was too great for the structure." No person was injured. No one was in the building when the wall collapsed.

IOWA.

Ely, Ia.—Fiala Bros. have taken over the eltr. of C. S. King.

Manilla, Ia.—J. M. Hladik has resigned as traveling auditor for the Neola Eltr. Co.

Beloit, Ia.—I have the only eltr. here. I bot the 20,000-bu. house of the Reliance Eltr. Co.—J. A. Carpenter.

Maynard, Ia.—Oliver Meyers has taken a position as grain buyer for Nels Enge.—O. H. Koetke, Albert Lea, Minn.

Buckeye, Ia.—The Farmers Co-op. Grain Co. will either buy one of the eltrs. already here or build as soon as possible in the spring.

Solon, Ia.—Fiala Bros. have bot out C. S. King at this station. John Fiala will move here from Lisbon to take charge of the eltr.

Belmond, Ia.—The Farmers Co-op. Eltr. Co. incorporated by G. F. Elder, Joseph Pletch, Adolph Menden and others; capital stock, \$7,000.

Hobart, Ia.—The eltr. of the Reliance Eltr. Co. burned in the morning of Jan. 18, with about 12,000 bus. of grain. A car of flaxseed and one of corn on the track near the building also burned.

Shenandoah, Ia.—Joseph Auracher, who owns several eltrs. on the Wabash and the Burlington, has purchased property here on which to erect a residence.

North English, Ia.—The grain warehouse of J. L. Lutton & Co. was almost destroyed, Jan. 14, by a fire that followed the explosion of a gasoline tank connected with the engine. Several hundred bushels of wheat was destroyed and Mr. Lutton himself was scorched about the face.

Iowa Falls, Ia.—H. W. Iblings has sold his grain business to Warneke Bros., who will take possession Feb. 1. After a trip to California Mr. Iblings will probably devote some time to the reorganization of the Farmers Bank of Parkersburg of which he has recently been made pres.

Davenport, Ia.—The Brooks-Rauch Mill & Eltr. Co. of Little Rock, Ark., has brot suit against the D. Rothschild Grain Co. of this city for \$1,000 damages, alleging that it bot 5,000 bus. of white oats from the grain company, which on delivery were found to be mixed with barley and not up to standard.

Des Moines, Ia.—The Iowa State Millers Ass'n, in session in this city, Jan. 19, appropriated \$5,000 to establish a laboratory to study Iowa soils for wheat-raising purposes. Farmers will be told what kind of wheat to sow on different soils, with the intention of increasing the value of Iowa's wheat crop by \$1,000,000 annually.

Grundy Center, Ia.—E. A. Bowles, mgr. for the Farmers Eltr. Co. at Wellsburg, Ia., has bot the eltr. here that M. Freichs purchased last fall from H. Freichs & Bros. He took possession Jan. 10. Elmer Mertz will remain in charge until a mgr. can be obtained to succeed Mr. Bowles at Wellsburg, when he will move his family here.

Ames, Ia.—The Iowa Small Grain Growers Ass'n has been reorganized as the Iowa Grain Improvement Ass'n and will include corn. Merritt Greene of Marshalltown is pres. and L. C. Burnett of Ames sec'y. The Ass'n had 114 samples entered at its first show here Jan. 14, and the total number of exhibits at the Short Course of the state college was 955.

Spencer, Ia.—The eltr. of the Reliance Eltr. Co. burned early in the morning of Jan. 18. It was an old building built in 1881. No grain was in it and the loss is partly covered by insurance. B. L. Nutting, the company's auditor, lives here, and while he was phoning the company about the loss here, he was told that its eltr. at Hobart had burned that same morning.

Des Moines, Ia.—At the annual convention of the Farmers Co-operative Eltr. Companies of Iowa addresses will be delivered by S. H. Greeley, Jas. R. Dalton, formerly a grain commission merchant at Chicago, James Manahan of Minneapolis, E. C. Bergfeld of George, Ia., M. F. Healy of Ft. Dodge and Harry Atwood of Chicago. The farmers will meet at the Coliseum Feb. 3 and 4.

Woodward, Ia.—The Interurban Railway is preparing to build several eltrs. along its electric line. The company has just completed an eltr. here which, it is said, is the most modern in the state. The plant has been leased for a term of years by McColl Bros., and is now in operation. Grain handled from it is shipped to Des Moines and sent out from there to eastern markets over the interurban connections.

Sioux City, Ia.—The Northwestern, the Milwaukee and the Ill. Cent. railroads have refused the request of Sioux City grain interests for a proportional rate to the South. The Burlington is willing to make the readjustment if it can be done without disturbing other rates too much. Burlington officials claim the granting of Sioux City's request would necessitate lowering many other rates in Iowa and Minnesota. The Rosenbaum Grain Co., that controls the terminal eltr. here, says it will not reopen the eltr. until rates are adjusted.

Sioux City, Ia.—The movement to establish a traffic bureau was launched at a luncheon of the larger shippers, Jan. 14, when it was decided to raise \$45,000 to tide the bureau over three years. A commissioner and a secretary will be needed and the remainder of the annual fund can be used for traveling expenses; since, in struggles for rates, delegations may have to be sent to Chicago and Des Moines to make the proper showing for Sioux City. W. E. Tackaberry, chairman of the committee appointed to establish the new bureau, was authorized to name a committee to obtain members and collect subscriptions from the shippers to be benefited. This committee will not report until the required sum has been obtained and then the organization will be effected.

Manly, Ia.—The Manly Grn. Co. has filed a complaint with the state railroad commission charging the Iowa Central Railroad with refusing to accept, for switching purposes, Rock Island cars which the company wants to use for transporting grain. The complaint states that the Central refuses to furnish cars, but is using them for transporting ice. The Rock Island company, says the complaint, has empty cars, but the Central won't switch them, even after the Manly company gets those cars loaded. The complaint also charges that the Great Western road crosses at that point and that that company also refused to accept Iowa Central cars for distribution to points not reached by the Iowa Central. This refusal of the various companies, is held responsible for large losses of orders and money by the complainants.

KANSAS.

Savonburg, Kan.—I will build a new eltr. this spring and will need new machinery.—W. H. Roberts.

Winfield, Kan.—The plant of the Winfield Alfalfa Mlg. Co. burned Jan. 7; loss, \$22,500; insurance, \$7,000.

Great Bend, Kan.—Marion Sowards is considering building an eltr. on his farm and getting the Santa Fe to build a spur out to it.

Madison, Kan.—I have 2 large warehouses, hay barn and coal sheds but will build more in the spring. I buy direct from the farmers; do no brokerage business.—J. S. Widder.

Lincoln, Kan.—J. C. Cooper has begun operating his new alfalfa mill that has a capacity of 8 to 10 tons daily. He will buy another engine as soon as his business increases to require it.

Wichita, Kan.—W. T. Brooking, of the Brooking Grn. Co., Oklahoma City, bot the membership certificate in the Wichita Board of Trade of A. W. Elwood and has made application for membership.

Galva, Kan.—About 2,000 bus. of wheat stored in the eltr. of the Wall-Rogalsky Mlg. Co. was damaged by recent rains; water backing up against a sidewalk overflowed in the basement of the eltr.

Topeka, Kan.—Notice has been served upon the railroads by the state railroad commission to show cause why intra rate rates on grain in less than carload lots should not be reduced 15 to 25%.

Barrett, Kan.—The only eltr. at this station is operated by J. E. Mills. A scoop-shovel shipper, who is determined not to make any money himself, seems to be sending all his grain to T. P. Gordon at St. Joseph, Mo.

Oneida, Kan.—The two regular grain eltr. operators at this station are Gregg Bros. and the Farmers' Shipping Ass'n. A scooper here is making much trouble. All his grain seems to be handled by T. P. Gordon, St. Joseph, Mo.

Wichita, Kan.—For the last few years our oats crops have been almost failures. We raise no grass seeds or clovers in this part of Kansas and what is shipped in is handled by the retail seed dealers.—J. S. Macauley, sec'y Wichita Board of Trade.

Greensburg, Kan.—The contract for the construction of the eltr. of the Farmers Grn. & Supp. Co. has been given to M. J. Travis & Co. It will have 25,000 bus. capacity and will be an up-to-date house. O. J. Lehrack drew the plans for the eltr.

Beloit, Kan.—C. T. McCoy, who recently sold his grain business and eltr. here to W. C. Brown of Palmer, Kan., has gone to Cawker to take a position as cashier in a bank. Mr. Brown, the new owner, will move his family here and make this his home.

Dundee sta., Pawnee Rock p. o., Kan.—The Dundee Grain & Supply Co. organized with capital stock of \$12,500, has purchased the property of the Rock Mill & Eltr. Co., will raze the present structure and build an up-to-date eltr. plant of 50,000 bus. capacity. Frank Spaniol has been elected pres.; Robert McMullen sec'y and Tobias Unruh treas.

Offerle, Kan.—Farmers will build a 25,000-bu. eltr. here in the spring or as soon thereafter as they can. They have already received their charter and have the required amount of money. They intend to install the best of up-to-date machinery. They will operate under the name of the Edwards County Eltr. & Supply Co.—Thomas Darcy, mgr. Moses Bros. M. & Eltr. Co.

Burns, Kan.—J. C. Lilley & Co. have enlarged their eltr. to double its capacity to take care of the growing trade, and also added one of the finest offices in this section, the walls and floors being of concrete. With cattle-feeding at its best the farmers are building eltrs. and putting in Bowsher Mills to grind their ear corn for feed, three having been built last fall. The splendid growing seasons of the past five years have made this necessary in order to get the work done economically, since labor is so hard to get.—Jno. M. Lilley.

Caldwell, Kan.—The Supreme Court of Kansas has affirmed the decision of the district court of Sumner County in favor of B. F. Heskett, who brot suit against the Border Queen Milling Co. to recover damages for breach of contract, partly written and partly oral, to purchase 5,000 bus. of wheat at \$1 per bu. The market declined to 80c and Heskett alleged that the company refused to take the wheat. Defendant alleged that Heskett failed to perform his part of the contract. Heskett showed that the company was to procure the cars into which to load the wheat at Riverdale, and that the company failed to do so.

Wichita, Kan.—A meeting of the Southern Kansas Millers Club was held in this city Jan. 20. The attendance was large and important business was transacted. Prof. Webster of the Exp. Sta. of the Agri. College spoke on the work done at Manhattan, the state headquarters, and outlined the work for the future. The investigations as to the most desirable seed wheat to be used by Kansas farmers are to be augmented by investigations as to how to maintain the quality of wheat after it is sown, and to prevent the deterioration and waste incident to the harvest, initial marketing, eltr. handling and up to the final disposition to the mills. To this end a department has been established to have charge of this work, and Prof. L. A. Fitch, now at Fargo, N. D., in the employ of the Federal government, has been selected to handle these problems. The club endorsed the 1½¢ scale of dockages on No. 3 wheat, now being used in the Wichita market. This provides that on purchases of No. 2 wheat, deliveries of No. 3, testing 59 lbs. be docked 1¢; No. 3, testing 58 lbs. be docked 1½¢; No. 3, testing 57 lbs. be docked 3¢; No. 4, testing 56 lbs. be docked 4½¢.

PROGRAM KANSAS GRAIN DEALERS ASS'N.

The 13th annual meeting of the Kansas Grain Dealers Ass'n will be held in Kansas City, Mo., Feb. 8, 9, and 10, with headquarters at the Coates House and sessions in the banquet hall of the hotel. The program follows:

TUESDAY MORNING, FEBRUARY 8.

The directors will meet in committee room to dispose of complaints and current business.

TUESDAY, 2 P. M., FEBRUARY 8.

Meeting called to order by Pres. Cox. Address of Welcome, C. W. Lonsdale, Pres. Kansas City Board of Trade.

Response, R. E. Cox, Pres. Kansas Gr. Dealers Ass'n, Elsmore.

"Delayed Reinspection," by Geo. A. Stibbens, Red Oak, Iowa.

"Business Relation Between Members," by Eugene Kelly, Wichita, Kan.

General discussion.
Appointment of committees.

WEDNESDAY, 9:30 A. M., FEBRUARY 9.

"Railroads and Public Sentiment," by J. S. Tustin, F. C. A., M. P. Ry. Co., St. Louis, Mo.

Address by J. C. Lincoln, Pres. National Industrial Traffic League, St. Louis, Mo.

Discussion.

WEDNESDAY, 2 P. M., FEBRUARY 9.

"The Bucket-Shop Evil," by G. H. Davis, Kansas City, Mo.

"Who is to Solve the Shortage Problem?" by H. A. Foss, Board of Trade Weighmaster, Chicago, Ill.

Discussion.

The Kansas City Board of Trade will entertain Wednesday evening, Feb. 9, and all dealers are invited to attend.

THURSDAY, 9:30 A. M., FEBRUARY 10.

"Some Theories of High Prices of Grain," by P. S. Goodman, Chicago.

"Would Kansas Shippers be Justified in Placing Inspectors at the Texas-Oklahoma State Line?" by C. E. R. Winthrop, Wichita.

General discussion.

THURSDAY, 2 P. M., FEBRUARY 10.

Executive session. Members only admitted.

Secretary's Annual Report.

Financial Report.

Report of Arbitration Committee.

Report of Auditing Committee.

Report of Committee on Resolutions.

Election of officers.

New business.

Unfinished business.

Adjournment.

KENTUCKY.

Dycusburg, Ky.—Cassidy & Ramage, who operate the roller and grist mill here, have just purchased a new corn and cob crusher in anticipation of a thriving business this year. I contemplate installing a corn roll.—C. H. Cassidy.

Frankfort, Ky.—In affirming the judgment in the case of the Williams Commission Company's assignee against W. A. and G. W. Shirley, the appellate court handed down the opinion, Jan. 12, that money won or lost in a bucket shop transaction or when bet on margins can not be collected in Kentucky.

Louisville, Ky.—The Louisville Board of Trade elected the following directors Jan. 10: Harry H. Bingham, E. H. Bowen, Charles Earl Currie, David Hirsch, James M. Johnson, Wible Mapother, C. C. Mengel, W. Garnett Munn, Logan C. Murray, F. C. Nunemacher, J. M. Ryan, John J. Saunders, and Marion E. Taylor. The holdover directors whose terms expire in 1911 are: George L. Danforth, A. Brandeis, William Heyburn, C. P. Barton, B. Bernheim, C. M. Bridges, R. A. Peter, Hardy Burton, Sam P. Jones, Clarence Dallam, C. D. Gates, L. H. Wymond and Charles B. Castner. The directors organized Jan. 11 by re-electing the following officers: F. C. Nunemacher, pres.; George L. Danforth, 1st vice pres.; Charles F. Barton, 2nd vice pres.; Alfred Brandeis, 3rd vice pres.; Wm. Heyburn, 4th vice pres.; Logan C. Murray, 5th vice pres.; Oscar Fenley, treas.; James F. Buckner, Jr., supt. and sec'y. Pres. Nunemacher appoints the executive committee and that arranges the various standing committees. The annual banquet occurred Jan. 14.

LOUISIANA.

Shreveport, La.—The grain and hay warehouse of Robinson Bros. burned Jan. 1; loss \$2,000; no insurance.

New Orleans, La.—All the officers of the New Orleans Board of Trade were re-elected at the annual meeting Jan. 10: C. H. Ellis, pres.; A. F. Leonhardt, 1st vice pres.; George P. Thompson, 2nd vice pres.; Jos. Kohn, 3rd vice pres.; and H. S. Herring, sec'y-treas. A. F. Leonhardt, one of the most widely known grain men of this section, is also chairman of the grain committee.

MARYLAND.

Baltimore, Md.—The nominating committee of five, appointed by the board of directors of the Chamber of Commerce to select five members to serve in the directorate, has announced the following regular ticket to be voted for at the regular annual election of directors, Jan. 31: Robert Ramsay, Ferdinand A. Meyer, John W. Snyder, Robert H. Burwell and Robert D. Sinton.

Baltimore, Md.—R. E. McAllister has been appointed a deputy weigher in the weighing department of the Chamber of Commerce, to succeed Thomas H. McKew, resigned.

Baltimore, Md.—A new office, that of manager, is to be created for the Chamber of Commerce, and a committee consisting of Pres. England, Ferdinand C. Meyer and James C. Gorman has been appointed to decide upon the new official's duties and recommend a suitable man for the position.

MICHIGAN.

Tekonsha, Mich.—The Randall Mlg. Co. is building an eltr. adjoining its mill.

Harlan, Mich.—R. Plotler will enter the milling business here and will operate an eltr.

Detroit, Mich.—The Michigan Bean Jobbers Association will meet here Jan. 27-28 at The Cadillac.

Detroit, Mich.—Business has been remarkably good, the only drawback being the congestion due to the river being frozen. Receipts have been pretty heavy for some time and grading fairly well.—R. L. Hughes, Dumont, Roberts Co.

Lansing, Mich.—The Michigan Railroad Commission is receiving additional protests from various organizations against the resolutions adopted by the National Ass'n of R. R. Commissioners relative to uniform demurrage, and commending the state commission for ignoring them.

Detroit, Mich.—The Michigan Millers Ass'n, in session in this city Jan. 19, elected the following officers: Robert Henkel, Detroit, pres.; F. H. Rowe, Grand Rapids, vice pres.; J. P. Thoman, Lansing, treas. The executive committee is: C. B. Chatfield, George Amendt and C. L. Randall.

Owosso, Mich.—Chandler & Barrett have leased the eltr. of the Mich. Mlg. Co. for three years, will make a number of changes in the building and employ more men. A competent mgr. will be employed as Mr. Chandler's law practice prevents him from taking any part of the active management, and Mr. Barrett, formerly head of the C. H. Barrett Co., whose eltr. here was recently purchased by the J. W. Moore Syndicate of Cleveland, for \$12,500, will remain in Detroit, where he has business interests.

Commencing Jan. 1, 1910, the average demurrage rules have been cancelled and instead we have an average agreement but very much different. If, at the end of a month, a shipper has lost 25 days on cars held over regular time, he is required to pay the Michigan Car Demurrage Bureau \$25 and, if on checking up at the end of this same month, it is found that he has gained 25 days on other cars, his money is refunded after the Bureau gets thru using it. What will be the next scheme?—Michigan Shipper.

Henderson, Mich.—The eltr. of Detwiler & Son, that burned Jan. 5, destroying 1,000 bus. of beans, 1,500 of oats, and 1,000 bus. of wheat, will be rebuilt. Loss, \$8,000, partly insured. It had been operated by B. A. Fillinger. The fire was caused by a defective chimney in the engine room. The chimney had become cracked between the ceiling of the engine room and the roof. An employee noticed smoke rolling from that end of the building, and at once gave the alarm, but before the fire could be reached it had eaten its way into the eltr. proper and was then beyond control.

MINNESOTA.

Burr, Minn.—The eltr. of Henry K. May was slightly damaged by fire recently.

Hallock, Minn.—R. Goar has been appointed local agt. for the St. Anthony & Dak. Eltr. Co.

Albert Lea, Minn.—Otto Kerthke has succeeded me as agt. at the eltr. of G. A. Swan.—F. W. De Long.

Luverne, Minn.—Charles Burns has been appointed mgr. of the eltr. of the Farmers Grain & Coal Co.

Angus, Minn.—P. N. Welch is local agt. for the St. Anthony & Dak. Eltr. Co.—J. Guttormson, agt. Duluth Eltr. Co.

Myrtle, Minn.—Alve Long is buying grain for the Speltz Grain & Coal Co. here.—O. H. Koetke, Albert Lea, Minn.

Arlington, Minn.—The eltr. of the Streisguth Eltr. Co. is not in operation now.—E. W. Argus, mgr. Arlington Mill Co.

Fairfax, Minn.—Henry T. Hanson, formerly local agt. for the Security Eltr. Co., has resigned and has bot an eltr. at Lorne, Minn.

Benson, Minn.—F. C. Thornton has succeeded A. Larson as mgr. of the Benson Market Co.—K. K. Odden, agt. E. S. Mooers Eltr. Co.

Benson, Minn.—All grain eltrs. at this point use motors. The eltr. of the Interstate Grain Co. is closed.—H. Argall, mgr. Northwestern Eltr. Co.

Brooten, Minn.—The Farmers' Eltr. Co., incorporated with a capital of \$10,000, by J. J. Week, C. A. Miller, John Bohmer, and O. A. Saugstad.

Pipestone, Minn.—Mr. Denhart of the Denhart Grain Co., that owns three eltrs. at Trent, Egan, and Colman, S. D., is sick at present.—F. M. Payne.

Marietta, Minn.—The south wall of the eltr. of the Marietta Grain Co., managed by F. P. Seeger, gave way recently and some grain was lost.

Olmsted sta., Rochester p. o., Minn.—The eltr. of the Farmers Eltr. Co. on the Farmers Grain & Shipping Co.'s R. R. caught fire from a hot box Jan. 13 and burned with 8,000 bus. of grain.

Audubon, Minn.—I think a new engine will be installed in the eltr. of the Farmers Eltr. Co. this coming season and perhaps a new cleaner in that of the Monarch Eltr. Co.—T. A. Helgeson, agt. M. Eltr. Co.

Bombay sta., Kenyon, p. o., Minn.—The Bombay Farmers Eltr. & Merc. Co., that has decided to take over the eltr. of the Milwaukee Eltr. Co., has increased its capital to \$10,000 and will retain W. L. Johnson as mgr.

Silver Lake, Minn.—Farmers are organizing an eltr. company. They have elected Gust Luke, pres.; George Kasper, sec'y; George Friauf, treas.; and four others to serve as directors. All the stock has been subscribed.

Duluth, Minn.—Roderick Smith of Superior has been petitioned into bankruptcy by his creditors here, whose claims aggregate more than \$2,300. He was formerly a grain commission agent with offices in the Board of Trade Bldg. in this city.

Rochester, Minn.—The Society of Equity has sold the first 100 shares of stock in a new company that will be organized under the name of the Rochester Farmers Co-Op. Eltr. Co. E. D. Hubbard and Dennis Hanrahan are on the committee to draft by-laws.

Barry, Minn.—The Baldwin Eltr. Co. closed its house at this station about Dec. 1. The eltr. of the Duluth Eltr. Co. has been closed since July 1, which leaves only three eltrs., those of the Cargill Eltr. Co., the Farmers Eltr. Co., and the Monarch Eltr. Co., in operation here now.—H. T. Larson, agt. Cargill Eltr. Co.

Benson, Minn.—Last summer the E. S. Mooers Eltr. Co. installed a 5-h.p. general electric motor. For 22 years I have handled horse, steam, gasoline and electric power, but have had nothing to compare with electricity which produces the best power with the exception of water power.—K. K. Odden, agt. E. S. M. Eltr. Co.

Charles G. Bryant, chief deputy grain inspector at Duluth, has been appointed by Governor Eberhart to succeed T. B. McManus of Crookston, who has been on the state Board of Grain Appeals for the last six years, and George B. Chambers of Minneapolis to succeed S. P. Thorson of Winthrop, whose terms expire in August. Salary of each is \$2,500 per annum.

St. Paul, Minn.—In his report to the state railroad and warehouse commission, published Jan. 15, Henry Feig, state supervisor of local warehouses, says that "at no other time in the history of our state has grain been handled at so low a margin of difference between the local markets and the terminals as last year. The services of receiving, weighing, grading, docking, handling, storing, delivering and transporting were never rendered cheaper than now." While the 1,615 eltrs. in the state numbered 108 less than during the previous year, farmers' eltrs. increased to 178 during the last crop year ended Aug. 31, 1909.

St. Paul, Minn.—The report of F. W. Eva, state grain inspector, published, Jan. 15, shows that during the last crop year ended Aug. 31, '09, 198,337 cars of grain were inspected "on arrival" compared with 188,556 cars during the previous year. While a decrease appeared in other grains, wheat increased from 113,592 cars to 127,546. The 198,337 cars inspected included 127,546 of wheat, 6,346 of corn, 14,088 of oats, 3,018 of rye, 27,352 of barley, and 19,987 of flaxseed. The total number of cars of all kinds of grain inspected "on arrival" and "out of store" was 239,050, from which 51,938 cars were held out for re-inspection, and of those held out 34,471 were appealed. The decisions of the chief deputy inspectors were sustained on 24,745 of the cars appealed. The year's inspection service was rendered at a net loss of \$6,611.13; hence, an increase was made in inspection fees. The average dockage per bu. of this crop is 22.2 ounces compared with 32.5 ounces for the preceding year. Mr. Eva observes that "this crop demonstrated the practicability of indoor or so-called office inspection, also the ability of the department to handle all the grain the different railway companies can handle under normal conditions at our terminals. Indoor inspection commended itself not only to the trade interests of Minnesota but to the grain interests of several other states that for years have been working under the car or outdoor inspection system." Reporting on hay inspection, Mr. Eva renews his former recommendations for abolishing the service and recommends, in its place a law requiring every carrier accepting hay or straw shipments to receipt to the shipper for the number of bales and the weight. As not more than half the cars weighed by state weighers are secured again for weighing empty the state weighers are poor service.

Hendrum, Minn.—The Hendrum Eltr. Co., that is to be re-organized into a co-operative concern, will sell its eltr. for \$5,500 and 110 shares of stock for \$55 each. A committee, including M. S. Fermstad, G. Tagness and P. E. Larson, has sold about half the stock.

Duluth, Minn.—At the annual nomination meeting of the Duluth Board of Trade, Jan. 8, S. H. Jones was nominated pres.; A. W. Frick, vice-pres.; J. F. McCarthy, W. J. McCabe, and F. E. Lindahl, directors, but Mr. Lindahl declined to serve; G. G. Barnum, W. S. Moore and S. A. McPhail, members of board of arbitration; Thomas Gibson, H. S. Newell and F. E. Lindahl, board of appeals; J. F. McCarthy, J. T. Pugh, A. M. Prime, C. F. Haley and H. A. Starkey, committee of inspection.

Albert Lea, Minn.—The eltr. of the Albert Lea Mfg. Co. is not running at present. It was leased to New Prague people, but their time expired last fall and since then it has stood idle. C. M. Wilkinson has not been operating his eltr. and it also is idle. We have no eltr. here, but are in the feed and fuel business. We do operate eltrs. at Hope, Myrtle, London, and Lyle, Minn., and at Staceyville, Ia., and Conger, Minn., with feed and fuel in connection at the last two stations. Our headquarters are here.—A. Speltz, Speltz Grain & Coal Co.

MINNEAPOLIS LETTER.

The old case of the Minneapolis Chamber of Commerce for an injunction to restrain the Coe Commission Co. from using its grain quotations has been dismissed in the district court of this county. The suit was begun six years ago and in the meantime the Coe Co. has gone out of business.

Minneapolis hay dealers presented their protest to the state R. R. commission, Jan. 18, against the removal of hay tracks from Sixth to Tenth Av. S. The dealers say the extra haul causes an additional drayage cost of 50c per ton. The company says it is not convenient to handle the business at the former tracks.

At the third annual convention of the Minnesota Farmers' Co-operative Ass'n, held in this city Jan. 7, L. A. Smith was re-elected pres.; R. L. Johnson of Mower was elected sec'y, and J. F. Delaney of Pipestone, treas. The ass'n decided to test the reciprocal demurrage act to get a ruling on the furnishing of grain cars by railroads. An immediate canvass is to be started to raise a fund to prosecute a test case.

During the crop year of 1908 and 1909, 129,020 cars of grain were unloaded at Minneapolis. Of this number 9,044 cars, or 7 per cent of all cars unloaded at Minneapolis, arrived in leaky condition. If these 9,044 leaky cars represented a loss of 10 bus. to the car, a very low estimate on an average, they would suffer a loss of 90,440 bus. of grain; taking an average of 1,000 bus. to a car these leaking cars represent 90½ car loads of grain actually lost in transit. Undoubtedly this serious loss can be reduced very materially by taking more pains in cooping cars before loading them at local points. The figures given refer only to cars unloaded in Minneapolis. Considering the many other terminal points to which the members of this ass'n ship, the loss of grain in transit on account of leaking cars aggregates an enormous sum of money; and I trust members will co-operate with me in trying to bring about better results along these lines.—W. L. Beaton, sec'y Tri-State Grain Dealers' Ass'n.

MISSOURI.

Warrensburg, Mo.—Jesse Culp will build an eltr. to replace the one burned last year.

Canton, Mo.—The Canton Eltr. & Grn. Co. has been incorporated with capital of \$10,000; incorporators are P. N. Hanna, Mattie E. Hanna, A. N. Hahn and others.

Brashear, Mo.—The eltr. and other buildings of A. Fisher & Son have been bot by Lee Hudson of Edina, Mo., who has taken charge and will operate the plant.

Ozark, Mo.—The S. G. McCracken Grn. Co. has been incorporated with capital stock of \$5,000; Ozark and Springfield business men are subscribers to the stock; a general grain business will be transacted.

St. Joseph, Mo.—R. R. Clark was elected pres. of the St. Joseph Board of Trade at the annual meeting held Jan. 3. The directors chosen were as follows: R. R. Clark, N. S. Shannon, A. J. Brunswig, N. M. Burke, R. E. Hastings, J. L. Fredricks, J. L. Kirby, A. E. Muench, J. W. Craver, W. H. Harroun and E. R. Peck. The auditing committee named consisted of J. W. Craver and R. E. Creel. At the banquet, held at the Metropole Hotel, which followed the business meeting, A. J. Brunswig acted as toastmaster.

KANSAS CITY LETTER.

Traveling in solicitation of grain business hereafter will be confined to members of the Board of Trade if the present talk of withdrawing all others materializes in action.

C. P. Moss, who has held the office of second vice-pres. of the Kansas City Board of Trade for the last year, was advanced to the first vice-presidency at the recent election, in accordance with a rule of the exchange.

Ernest E. Roahen, of the Roahen-Carey Grn. Co., of this city, has bot the Board of Trade membership of P. B. Harper, who has left Kansas City and is in charge of an eltr. for the Kemper Grn. Co. at Coffeyville, Kan.

The directors of the Kansas City Board of Trade Clearing Co., at its meeting held Jan. 10, re-elected W. C. Goffe pres. Other officers chosen were: First vice-pres., R. T. Morrison; second vice-pres., L. P. Nellis; sec'y and treas., C. P. Moss.

J. W. Bomgardner, who has been a member of the Kansas City Board of Trade for the last 19 years, was 80 years old Jan. 17 and the event was celebrated by his friends who presented a silver water pitcher and server to the veteran. Wm. Murphy made the presentation speech.

The Geo. A. Adams Grn. Co. made an assignment Jan. 14. P. S. Cary was appointed assignee. The difficulty Mr. Adams finds himself in, it is said, was originally due to the embezzlement of an employee who lost several thousand dollars in speculation. Mr. Adams has not been a member of the Board of Trade for several months. He has been in the grain business in this city for 15 years, the present firm having been incorporated in 1901.

At the installation of the new board of directors of the Kansas City Board of Trade, Jan. 11, Pres. C. W. Lonsdale re-appointed Edmund D. Bigelow sec'y of the Board. This marked the beginning of Mr. Bigelow's fourteenth term in that office and Frank G. Crowell, the retiring pres., made a speech in which he highly complimented Mr. Bigelow. Mr. Bigelow came to Kansas City from Baltimore in 1886. E. D. Fisher, who has been treas. of the Board for 2 years, also was reappointed.

ST. LOUIS LETTER.

The uniform grades of the Grain Dealers National Ass'n will go into effect Feb. 15 in Missouri.

Corn in large quantities is being bot in St. Louis and Illinois, a large amount of which will go to Texas.

The Missouri Grn., Cotton & Realty Co. on Jan. 12 transferred its holding in Olive street to the Gladys Realty Co. for \$36,900.

Several members of the Merchants Exchange, at the next meeting of the directors, will be disciplined in punishment of unbecoming conduct. One affair was a "scrap" between two pit traders.

St. Louis grain men declare that 95 per cent of the receipts of corn here this season have originated in Illinois whereas in ordinary years about 85 per cent originate west of the Mississippi river.

Effective on or about Feb. 20 the Cotton Belt railroad announces that it will adopt the certificate plan for its reshipping grain rates to points in Arkansas and Louisiana, also to Texarkana, Ark.-Tex.

Fifty-six certificates of membership in the Merchants' Exchange lapsed thru death or default in 1909, leaving the membership at the close of the year 1,534. Redemption of deceased members' certificates was 28, defaults on dues 25 and deaths of 3 members too late for redemption of certificates in 1909.

R. S. Carr, operating as the Dixie Grain Co., has disappeared. Among the losers by his operations is the firm of R. J. House & Co., which took up several thousand dollars worth of Bs/L for the Dixie Grain Co. Payment was stopped on some of the checks. The Bs/L, purporting to represent shipments en route from Nebraska points, are said to have been forged.

John Dower, supervisor of the department of weights of the Merchants' Exchange, reports that during the month of December, 1909, the following bad order cars were found at the different eltr. track scales and hold tracks: Leaking grain door, 339; leaking over grain door, 41; leaking boxes, 1,605; leaking end windows, 84; cars not sealed, 804; end windows not sealed, 154; end windows open, 81 cars.

Transit privileges on grain from points in Missouri, Kansas and Nebraska to Belmont, Cairo, Columbus and Evansville, when for southeastern and Carolina territory, have been inaugurated at this market by the Missouri Pacific. This will be effective Feb. 19. The Cotton Belt railroad published an adoption of the certificate plan in connection with reshipping rates on grain and grain products from St. Louis to Arkansas destinations; effective Feb. 20.

Grain receipts at St. Louis during December, 1909, were as follows: Wheat, 1,365,700 bus.; corn, 3,426,795; oats, 1,279,375; rye, 29,000; barley, 249,600; hay, 14,720 tons; flaxseed, 3,000 bus.; compared with receipts during December, 1908: Wheat, 1,121,595 bus.; corn, 2,224,244; oats, 1,887,901; rye, 20,090; barley, 539,500; hay, 17,578 tons; flaxseed, 2,250 bus. Shipments during December, 1909, were: Wheat, 1,591,840 bus.; corn, 1,606,320; oats, 1,148,220; rye, 39,890; barley, 11,910; hay, 4,010 tons; flaxseed, none; compared with shipments during December, 1908: Wheat, 1,207,140 bus.; corn, 763,250; oats, 1,484,670; rye, 30,740; barley, 25,760; hay, 8,765 tons; flaxseed, none.—Geo. H. Morgan, sec'y Merchants' Exchange.

Frederick P. Brockmann, of the F. P. Brockmann Grn. Co., with offices in the Merchants Exchange, on Jan. 6 filed a voluntary petition in bankruptcy. Brockmann estimated his liabilities at \$27,776.91 and his assets at \$12,776.91, of which \$9,800, he claims, is exempt from seizure. Leading creditors are the Gt. Western Cereal Co., Chicago, \$9,793; Langenberg Bros. & Co., St. Louis, \$2,613; Picker & Beardsley Com. Co., St. Louis, \$2,146 and the Illinois Central R. R. Co. about \$2,000 for freight.

Geo. H. Morgan was re-elected sec'y-treas. of the Merchants' Exchange for the forty-sixth time at the first meeting of the new board held recently. The retiring finance committee expressed its appreciation of Mr. Morgan's work in laudatory terms and the retiring pres., E. E. Scharff, was thanked with a rising vote for his devotion to the affairs of the Exchange. Pres. Manning W. Cochrane and First Vice-Pres. N. L. Moffitt were appointed delegates to the Nat'l Council of North American Grain Exchanges to be held in Chicago, Feb. 7. The following committees were appointed: Appeals—Jacob Schreiner, T. H. Francis, Vincent M. Jones, F. D. Woodlock, W. A. Gardner, E. D. Tilton, John L. Rodgers; Grain—John L. Messmore, T. B. Morton, J. S. McClellan, J. P. Berger, R. P. Annan, Wm. C. Ellis, G. L. Graham.

MONTANA.

Garneill, Mont.—I am now located at this place with the Western Lbr. & Grn. Co.—F. W. De Long.

Wilsall (no p. o.), Mont.—J. H. Lathrop of the Hawkeye Eltr. Co. will build a flathouse at this station.

Kalispell, Mont.—An addition to the eltr. of the Missoula Merc. Co. has been completed; capacity 23,000; total capacity of its plant now is 57,000 bus.

Bozeman, Mont.—A corn growing contest, with prizes aggregating \$1,000, is being advertised by the state college under authorization of James J. Hill, who will advance the prize money. The contest is open only to boys and girls of the state under 18. An expert judge of corn will travel over the state to inspect and pass upon the corn which will likely be ordered transferred to county fairs.

NEBRASKA.

Cowles, Neb.—C. Koehler Co. has bot the eltr. of H. Gund & Co.—A. W. Cooper, agt.

Wann, Neb.—An eltr. will be erected here by a farmers' company if present plans are developed.

Harbine, Neb.—Selk & Koenig of Plymouth have bot the eltr. of O. Tasche; the price paid was \$5,500.

Cozad, Neb.—Sealed bids for the management of its eltr. here were received by the Farmers Eltr. Co. Jan. 8.

McCook, Neb.—The Updike Grain Co. will equip its eltr. with an improved Hall Signaling Grain Distributor.

Geneva, Neb.—I bot the eltr. of the Farmers' Eltr. Co. July 1, 1909; farmers have no house here.—I. N. Trask.

Plainview, Neb.—I have removed to this place from Crowell, Neb., where I was with the Nye Schneider Fowler Co.—E. G. Harris.

Broken Bow, Neb.—I bot the eltr. of R. Anderson here and think that I shall make some improvements; I still hold a half interest in the eltr. at Milligan, where I formerly was located.—F. J. Bahr.

Alliance, Neb.—An eltr. of 10,000 bus. capacity has just been completed at this place by J. Rowan; the house is practically fireproof.

Lincoln, Neb.—The Central Granaries Co. has been given judgment against Lancaster county, Neb., for \$198.76, taxes for the year 1906, paid under protest. In the year named the assessor added to the assessment of the company \$27,987.50, for grain in eltrs. and on cars and taxes were paid on this addition tho under protest. It was claimed the grain had already been assessed and was merely here in transit to points in other states.

Greenwood, Neb.—W. E. Pailing is in charge of the eltr. of the Farmers' Eltr. Co. at this point. The company has a substantial modern house of 25,000 bus. capacity, erected last summer by C. H. Birchard. Frank Nichols, former agt. for the Duff Grn. Co. at this place, is pres. and E. D. Reece sec'y of the company. The Duff Grn. Co., since the burning of its house last summer, has operated the eltr. of Railsback Bros., at this station, with W. E. Hand as agt.—P.

Straussville, Neb.—The case of the Missouri Pacific Railroad against the Farmers' Eltr. Co. of this place will come up for argument about the middle of January, when the validity of the Nebraska elevator law will be discussed. The cause of the suit arose in the refusal of the railway company to build a short side track to the eltr. of the Farmers' Eltr. Co. after a request in regular form had been made. The house is just off the right of way of the road and the cost of the side track is estimated at \$1,700.

Trenton, Neb.—Mangelsdorf Bros. Co., seed men and florists of Atchison, Kan., have put a man in our Nebraska territory to buy cane seed for them. Cane seed is raised in our section in large quantities and is shipped out the same as wheat or barley and has always been handled by the grain men. In past years we shipped several car loads to these people, and this year it seems they want to cut out the grain dealers' profit and take it for themselves. We believe that they are irregular in this matter.—C. M. Blanchard, Benedict-Blanchard Co.

Omaha, Neb.—The M. C. Peters Mill Co. recently increased its capitalization to \$300,000, practically doubling it. A large selling force has been built up by Mr. Peters which is spreading the fame of the products of the company of which he is head thruout the country. He is a pioneer in the wide exploitation of alfalfa feeds and when he built his first big feed plant he looked far into the future. The brand of feed best known perhaps of those turned out at the Peters plant is "Arab" horse feed, tho there are other brands, such as the "June Pasture," which are widely known as the output of this enterprising concern.

Denton, Neb.—H. F. Austin and H. O. Barber & Son are erecting new eltrs. to take the place of their former houses, both of which burned Oct. 7. They have chosen a new location north of the old site. H. F. Austin was ready to take grain Jan. 13, capacity of his new house being 25,000 bus., with small crib adjoining. H. O. Barber & Son opened up their house Jan. 20. Their eltr. also is 25,000 bus. capacity and up-to-date. A. C. Olson is agt. Both eltrs. are covered with galvanized iron and have cement bottoms all the way thru. The Barber concern expects to build large storage bins for wheat next fall if the crop warrants it.—P.

Omaha, Neb.—The Droge Eltr. Co. contemplates the erection of a large storage warehouse in Council Bluffs, for feed materials, such as hay, grain and shorts, to be operated in connection with its grain and milling business. Its capacity will be about 100 cars of hay, bran or other feed, and it will be about 200 feet in length.

Pierce, Neb.—In the suit by the state against the Nye-Schneider-Fowler Co. complainant has been granted 40 days to meet the arguments by defendant that it can pay as much for grain as is necessary to obtain its share of that coming to market at Hadar, Neb. The suit was brot under the new law prohibiting a line company from paying more at one station than at another.

Omaha, Neb.—The efforts of the Omaha Grain Exchange to obtain lower grain rates from southern Nebraska points to this market will be resisted by the railroads toward which these efforts have been directed. Some time ago the Kansas Railroad Commission ordered certain reductions from Kansas points to Kansas City. Certain roads entering Kansas City, which bring wheat from northern Kansas points, pass thru the lower edge of Nebraska and these roads had to meet the rates enforced in Kansas. Nebraska now seeks to use the lower rates as a basis for securing general reductions to the Omaha terminal, which effort the railroads declare they will oppose.

NEW ENGLAND.

Great Barrington, Mass.—The Peterson Grn. & Coal Co. has succeeded C. B. Benedict.

Boston, Mass.—The Marshall-Hackel Co. has been incorporated with capital of \$25,000, to deal in grain; Pres., D. L. Marshall; treas., P. L. Hackel.

Torrington, Conn.—A warrant for the arrest of Charles S. Morehouse, mgr. of the local branch house of Carroll & Leonard, wholesale dealers in grain, produce and fruit, of Waterbury, has been issued. Morehouse has been missing since Jan. 5. The warrant charges embezzlement of \$3,000 of the company's funds.

Boston, Mass.—The New England Grain Dealers Mutual Fire Insurance Co. held its annual meeting in the Chamber of Commerce building a few days ago and elected five directors, to serve for three years, as follows: Dean K. Webster, Chas. M. Cox, Milton L. Cushing, Robert MacKinnon and Chas. E. Halstead. J. N. Perry was elected director to fill the vacancy caused by the death of Wm. L. Winslow. At a later meeting of the directors the following officers were elected: Pres., Dean K. Webster; vice-pres., Milton L. Cushing, sec'y, A. Shirley Ladd, and treas., M. Bourneuf.

NEW JERSEY.

Newark, N. J.—The eltr. of A. Cyphers & Co. burned Jan. 7; loss, \$65,000.

Newark, N. J.—Chandler Bros. have been incorporated to deal in hay, grain and produce; capital, \$50,000.

NEW YORK.

BUFFALO LETTER.

The plant of the Buffalo Cereal Co., destroyed in a fire and explosion recently, was fully insured and will be rebuilt with same capacity as before.

Increased wages, improved working conditions and recognition of its union, it is said, will be demanded of the Lake Carriers Ass'n by the members of the Grain Handlers Union.

NORTH DAKOTA.

Fairdale, N. D.—The construction of a farmers' eltr. here is contemplated.

Willow City, N. D.—The warehouse of the Acme Eltr. Co. was burned recently.

Goodrich, N. D.—The capacity of our eltr. is 25,000 bus.—Davis & Hendricks.

Strasburg, N. D.—Nick Ven De Claursthorst has bot the eltr. of S. A. Fisher.—J. P. Green.

Cooperstown, N. D.—The eltr. of Rollin C. Cooper is closed.—S. E. Wickham, agt. Gt. Western Eltr. Co.

Venlo sta., Anselm p. o., N. D.—Farmers will organize a company here and erect an eltr. in the spring.

Park River, N. D.—I have succeeded S. F. Wilson, who resigned, as agt. for the Cargill Eltr. Co.—J. J. McGraw.

Ree, N. D.—The name of this postoffice formerly was Stoeltington.—Bismarck Eltr. & Inv. Co., Expansion, N. D.

Clement, N. D.—The eltr. of the Osborne-McMillan Eltr. Co. is closed.—C. E. Persinger, agt. Minnekota Eltr. Co.

Cando, N. D.—The business of the Farmers' Eltr. Co. hereafter will be conducted under the management of Jacob Lipp.

Niagara, N. D.—Imperial Eltr. Co. bot the eltr. of the Swanston Eltr. Co. about Dec. 20.—T. J. Hanley, agt. Mpls. & Nor. Eltr. Co.

Norma, N. D.—L. E. Larson, formerly agt. here for the Minnekota Eltr. Co., has removed to Cloverley, Sask., (Via Gull Lake) Canada.

Lidgerwood, N. D.—Thornton Ford has succeeded J. W. Stiteler as mgr. of the Farmers' Eltr. Co.—J. A. Black, agt. Thorpe Eltr. Co.

Landa, N. D.—The eltr. of the Amenias Eltr. Co. was closed Dec. 21; the farmers' Eltr. Co. has installed a 21-h.p. Otto engine.—T. E. Gerischer.

Olmstead, N. D.—The eltr. of the Farmers' Eltr. Co. burned Jan. 10; about 7,000 bus. of grain were destroyed.—Jules Peaudoin, agt. Nat'l Eltr. Co., Crocus, N. D.

Souris, N. D.—The eltr. of E. Nelson burned Jan. 1; loss \$7,000, insurance, \$4,500; coal sheds with 50 tons of coal, of the Imperial Eltr. Co. also were consumed.

Minot, N. D.—An eltr. and feed mill will be erected by the farmers of this vicinity in the spring; promoters of the company are M. M. Samuelson and A. V. Swanson.

Mantador, N. D.—The Farmers' Terminal Eltr. Co. of this place has a house of 30,000 bus. capacity; J. F. Mitchell is mgr.—Wm. F. Benz, agt. Osborne-McMillan Eltr. Co.

Portal, N. D.—Martha La Pier, charged with forging a check for \$3,000, which was represented as having been signed by J. A. Larson, a grain dealer of this place, was acquitted.

La Moure, N. D.—A. H. Johnson and I have bot the eltr. of the Monarch Eltr. Co. at this place and are transacting business under the name of the La Moure Grn. Co.; we shall handle coal in connection with our grain business.—J. S. Emerson.

Cathay, N. D.—Farmers will hold a meeting Jan. 27 at which an attempt will be made to sell sufficient stock in a farmers' eltr. company to guarantee the erection of a house by them next summer.—A. F. Schultz, agt. Regan & Lyness Eltr. Co.

Wales, N. D.—The Linden Investment Co. of this place has an eltr. just across the boundary line from Moberly, Man., which is reached by a spur of the Canadian Pac. Ry.—Amenia Eltr. Co.

Coteau, N. D.—J. Walline has bot the warehouse of R. A. Grams; the new owner will do his own buying; S. H. Blair, who has been acting as agt. for the St. Anthony & Dak. Eltr. Co. has returned to Fairmount, N. D.—C. J. Martell, agt. Nat'l Eltr. Co.

Drayton, N. D.—J. M. Graham has succeeded Thos. F. Newman as agt. for the Monarch Eltr. Co., the latter having obtained a position with the Robertson Lumber Co., of this place. Mr. Graham is an experienced grain man.—Geo. W. Ion, agt. Andrews Grn. Co.

Olmstead, N. D.—The eltr. owned and operated by James G. Brady and known as the Farmers Eltr. burned the night of Jan. 10, the fire originating, it is supposed, in a hot box. A small amount of grain was saved. The house contained about 7,000 bus. of wheat, flax, oats and barley; insurance on building, \$4,000; grain, \$5,000.—W. D. Bangs.

Grand Forks, N. D.—Work of hauling in the grain from the stranded barges of the Red River Transp. Co. has been in progress for several days. In all 20,000 bus. will have to be hauled to the terminal of the company here and it is being shipped as fast as the cars are loaded. The steamer Grand Forks and her barges are frozen in 8 miles south of this city. The work is not unattended by danger, as was shown the other day when a 100-bu. load crashed thru 10 inches of ice owing to a break in it. The load of wheat was lost and the team was saved with difficulty.

Crystal, N. D.—The railroads seem to have the press behind them. The papers say that grain and coal movement is about normal. We have coal orders of Dec. 11 not filled; we have coal that was shipped on Dec. 28 not here on the 11th of January, with suffering plenty. How does this look? We have a standing order of 8 empty cars a day and have received 6 cars in one month at 4 eltrs. where the above orders were asking for cars. Does this look as if the business were normal? We have received coal heretofore, in 4 days after ordering.—G. E. Springsted, mgr. Farmers' Eltr. Co.

Arthur, N. D.—A tragedy in the history of this place, which occurred 19 years ago, was recently recalled by a communication to a Fargo newspaper by I. S. Smith of Buffalo, N. D. James Flett, who was buying grain at this station was shot and killed by Joe Remington, the murderer getting away with \$1,000 or more that Flett carried with him to pay his farmer patrons. Altho a cold-blooded murder, Remington having shot Flett in the back after a half hour's visit with him, the eloquence of the assassin's attorney saved him from hanging and secured for him a sentence of life imprisonment. A recent attempt to obtain a pardon for Remington aroused the indignation of Mr. Smith who, thru his letter, appeals to every elevator man in the state to write the pardon board demanding that it leave "Joe where he is safe."

OHIO.

Montpelier, O.—We have installed a new duplex feed mill in our eltr.—S. S. Earhart Grn. Co.

Clark sta., Noggle p. o., O.—Anckerman & Cook have bot the eltr. of J. M. McFarland.—Kester & Estey, Casstown, Ohio.

Casstown, O.—Swearingen & Furrow bot our eltr. and took possession Jan. 17.—Kester & Estey.

McMorran, O.—The McMorran Bros. Co., new eltr. on the T. & O. C. is completed and in operation.

Marshallville, O.—We have succeeded Wm. H. Reinoehl; we deal both in grain and hardware.—Smith & Edwards.

Toledo, O.—Chief Inspector Culver was reappointed at a meeting of the directors of the Toledo Produce Exchange held Jan. 12.

Eaton, O.—Frank R. Christman has bot the eltr. of J. H. Conger and contemplates remodeling the building into a cold storage plant.

Bowling Green, O.—A. E. Huffman & Co. have just completed an eltr. of about 30,000 bus. capacity.—J. C. Ward, International Mfg. Co., Crestline, O.

Cleveland, O.—Arthur G. Roesser, who was for 6 years an inspector at Buffalo, has been appointed chief grain inspector at this city by the Chamber of Commerce.

Toledo, O.—The Morrison & Thompson Co. of Kokomo, Ind., according to rumor has purchased an interest in the East Side Iron Eltr. The house will be overhauled and improved.

Clark sta., Noggle p. o., O.—J. M. McFarland has sold his eltr. at this station and in the spring will begin the erection of an eltr. at Casstown, O.—Kester & Estey, Casstown, O.

Crestline, O.—Reister Bros. are going into the eltr. business here; they have moved an old church building to a location on the tracks of the Penna Ry. and are buying hay and some grain.

Portsmouth, O.—H. S. Grimes of this city was re-elected to the office of pres. of the Ohio Grain Dealers' Insurance Ass'n at the meeting of that organization held in Columbus Jan. 10 and 11.

Chillicothe, O.—H. S. Grimes, of Portsmouth, and A. W. Boden, of Greenfield, both prominent grain dealers, were in this city recently for the purpose of securing a location in which to open a feed exchange.

Cleveland, O.—The indictment for bucket shopping found against Wm. Caine was nolle by the prosecuting attorney when he was notified that Caine was seriously ill and had promised never to enter the business again.

Perrysburg, O.—The office at the eltr. of the C. L. Maddy Co. was broken into a few nights ago and after prying open the strong box inside the safe the thieves escaped with 60 cents. The outer door of the safe was unlocked.

Buchwalter sta., Jeffersonville p. o., O.—I have bot the house known as the Tingley eltr., later owned by Stoughton & Coil. It is the only eltr. here. I shall probably remodel the house and install an up-to-date wheat cleaner.—Henry Bucher.

Toledo, O.—The rule enforced last year limiting the number of visits that might be made to the floor of the Toledo Produce Exchange was abolished at a meeting of the directors held Jan. 12. Tickets will be issued to non-residents but they may make as many visits as they desire without charge.

Cable, O.—I am the only grain dealer at this station; I own my plant, coal yards, scales and track; have had a very good season up to Jan. 1; have shipped about 30 cars of corn and about same number of oats; and about 40 cars of hay; large amount of grain yet to move.—O. M. Clark.

Columbus, O.—"The increased cost of living" is a theme of interest to Gov. Harmon who has instituted a state-wide inquiry to ascertain whether prices of grain and produce are manipulated. Action has been taken by the state senate and produce boards and grain ass'ns will be subjected to rigid examinations.

La Rue, O.—James McNeff, agt. for the Brady Grn. Co. at this place, has been distributing to the friends and patrons of that concern, an attractive bill book of castor-grain leather which the company sent out as a holiday remembrance. The Brady Grn. Co. has branches at McGill and Batson in addition to the home establishment at Payne, O.

Middletown, O.—Since buying the plant of the Palmer Mlg. Co. I have formed a stock company with \$30,000 capital which will be known as the Middletown Mlg. Co. The directors are W. O. Barney; A. C. Gale, C. E. Diver, F. O. Diver and Jesse Shafer. C. E. Diver is pres., A. C. Gale vice-pres. I am sec'y-treas. and will also act as gen. mgr.—F. O. Diver.

Toledo, O.—The following inspection committees for 1910 have been appointed by the Toledo Produce Exchange: Wheat and rye: D. Anderson, W. W. Cummings, J. C. Keller, E. L. Southworth, F. O. Paddock, Fred Mayer, C. S. Coup; Corn and oats: E. L. Southworth, H. W. DeVore, J. W. Young, W. E. Tompkins, W. H. Haskell, J. E. Rundell, F. O. Paddock.

Florence sta., London p. o., O.—Daniel M. Schrader, who built a large number of eltrs. in this section, died Saturday, Jan. 22, from injuries received Jan. 18 in a fall while working on the eltr. of Gordon & Jordon. Mr. Schrader attempted to pull himself up to a piece of timber with a rope when the hook attached to the rope slipped off and he fell in a grain bin 30 feet below. Both arms, his hip and spinal column were fractured. He regained consciousness only momentarily until his death. Mr. Schrader was known to a majority of the eltr. people hereabout.—The Philip Smith Mfg. Co., per B. D. Heck, Sidney, O.

Cincinnati, O.—At the annual election of the Chamber of Commerce the following officers were elected: Pres., James J. Heekin, second vice pres., Chas. W. Schmidt; treas., Albert Lackman; sec'y, Pliny M. Gale; directors, Oscar F. Barrett, J. T. Creahan, Samuel A. Eberle, Harry W. Maescher and E. P. Marshall. Members holding over from last year are: First vice pres., H. C. Whetstone; directors, H. F. Cellarius, Andrew Rohan, John De Molet, Jr., A. L. Robinett, J. Watt Graham. Incident to the retirement of officials the friends of the retiring pres., Charles E. Roth, arranged for a dinner which was largely attended. During the proceedings a beautiful loving cup was presented to Mr. Roth, as a token of recognition of his devoted service the past year, and of the esteem and friendship of fellow members. The addresses at the dinner, with nine ex-presidents and many other former officials present, made the occasion a distinctly memorable one.

OKLAHOMA.

Guthrie, Okla.—In this city Feb. 1 will be heard the case of the Rock Island and Frisco roads for the dissolution of the one-line haul or rate. If decided in favor of the railroads the grain dealers and millers will be compelled to pay 2c per 100 lbs. additional for all freight handled jointly over these lines.

Oklahoma City, Okla.—At our last annual meeting in Oklahoma City in May, 1909, the sec'y of the Oklahoma Grain Dealers Ass'n was instructed to move his office to Oklahoma City some time during the year. On and after Feb. 1, the office of the secretary will be found in Oklahoma City.—C. F. Prouty, Enid, Okla.

Oklahoma City, Okla.—The \$500,000 terminal eltr. to be constructed in this city by the grain dealers of the city and state, which is to serve as a public warehouse, is in a fair way toward becoming an actuality with the organization of a stock company for the purpose. Indicative of local interest in the matter is the fact that the support of persons who have no connection with the grain trade has been guaranteed. It is believed that the establishment of a terminal house of the type contemplated will greatly strengthen the local market.

Oklahoma City, Okla.—The first annual election of the Oklahoma City Board of Trade was held Jan. 12. R. H. Drennan, of the Drennan Grn. Co. was elected pres. Mr. Drennan has resided in Oklahoma since the opening and has a wide acquaintance thruout the Southwest. D. C. Kolp of the E. R. & D. C. Kolp Grn. Co. was elected vice-pres., and Major Moberly, sec'y and treas. The following were elected directors: P. J. Mullin, C. V. Topping, J. B. Norton, D. C. Kolp and R. H. Drennan. The secretary's report shows that there are 27 memberships taken out. A special committee has been appointed to take charge of the proposed new terminal elevator.

OREGON.

The severe weather in eastern Oregon during the months of December caused a shortage of hay thruout that section. It had been selling at \$15 per ton, and now the demand is so great that the price has gone to \$20. It is reported that hay cannot be had at any price in Harney county, and many stockmen are short. It is feared that there will be heavy loss of stock.

Silverton, Ore.—We contemplate adding to our Silverton Mills an oatmeal plant of about 50 bbls. capacity. The grey oats grown in that vicinity are the best grown in the west, and A. W. Fischer, the manager and executor of the estate of H. F. Fischer has concluded to install a complete plant and wishes to receive estimates from different builders. Wheat growing has fallen off hence the plan to make oatmeal.—Estate of H. F. Fischer, Corvallis, Ore.

PENNSYLVANIA.

Frackville, Pa.—The Scott Grn. & Hay Co. has succeeded the Penn. Grn. & Hay Co., Ex-Sheriff Scott and his son Harry having bot an interest in the firm.

Pittsburg, Pa.—Pres. H. W. Robinson and Sec'y-Treas. J. Vining Taylor of the National Hay Ass'n visited this city Jan. 12 and 13 for the purpose of an investigation of the methods in use at this market in inspecting and handling hay. Before completing their tour these officials will visit a number of other eastern markets. Chairman Dickson of the local hay committee took charge of the party in the afternoon and disclosed to its members the methods employed in unloading hay. After this duty was performed a theater party was made up for a matinee. In the evening 30 members of the Exchange and their guests met in a private banquet room of the Fort Pitt hotel where, after

an enjoyable dinner, informal speeches were made, H. G. Morgan acting as toastmaster. Pres. Geidel welcomed the guests, offering all assistance possible in carrying out the purpose of their tour; W. A. McCaffery gave a historical sketch of the hay trade in Pittsburg and John Floyd spoke on the methods adopted by the local Exchange to improve its weighing system. Other speakers included John R. Johnston and John R. Murphy of Sheridan, Pa., with musical numbers furnished by Mr. Johnston and W. H. Gordon. Responses were made by Pres. Robinson and Sec'y Taylor. On Jan. 13 a luncheon was served at the Fort Pitt hotel with the Pittsburg Ass'n of Credit Men as hosts. The visitors departed for Washington that evening.

PHILADELPHIA LETTER.

Two extensive depots at central points in the city are being planned by the trolley companies to deliver grain, hay, straw feed and produce from nearby points.

H. W. Robinson, of Green Springs, Ohio, pres. of the National Hay Ass'n, and J. Vining Taylor, sec'y and treas. of Winchester, Ind., paid the hay and straw trade men here a pleasant visit.

Boston sat on Philadelphia at the recent freight rate conference and the trade organization committees here are still scratching their heads for some tangible ideas to start in again for equal and uniform rights.

Edwin Ross Edenborn, who for 60 years was actively connected with the flour trade of this city, died of pneumonia Jan. 8. He was 79 years old. In early days Mr. Edenborn traveled extensively thruout the country on horseback, going as far west as Minneapolis. He was largely instrumental in the establishment of what is now known as the Commercial Exchange, which was organized in 1854. During the Civil War he was a government inspector of flour and was personally commended by President Lincoln for his painstaking work.

A special meeting of the Commercial Exchange was held Saturday, Jan. 15, at which the following members were nominated to be voted on at the annual election to be held Jan. 25: For pres., Samuel F. Scattergood and Samuel L. McKnight; for vice-pres., William McAleer, Jr., Louis G. Graff and George P. White; for treas., Joseph W. Beatty, Emanuel H. Price and Adam D. Bahmer. The announcement of these nominations marked the opening round in the contest for the leadership of the Exchange. In stating his intention to run for re-election Mr. Scattergood made it plain that it was only done at the urgent solicitation of his friends who made possible his election last year. Mr. Scattergood represents what is designated by the opposition ticket as the "radical" element in the Exchange membership whereas his opponent, Mr. McKnight, is of the so-called "conservative" faction. It is predicted that the contest will be one of the hardest fought in the history of the Exchange. Included among the members opposing the re-election of Mr. Scattergood are said to be many of the railroad adherents who, it is believed, will center their efforts toward the overthrow of the present administration.

PITTSBURG LETTER.

Herb Brothers & Martin say that the hay market is good with receipts fairly heavy.

R. D. Elwood & Co. report a good market for rye with receipts fully up to the average.

R. S. McCague & Co. announce that country buyers are beginning to draw on the Pittsburg trade heavily, especially in hay, as little was cut last summer by the mining companies and other large consumers.

J. A. A. Geidel of D. G. Stewart & Co. announce that hay has recovered its former buoyant level in market and that shipments are well caught up. He looks for higher prices on both grain and hay within a short time.

The Feuchtwanger Grain Co. of Pittsburg, capital \$5,000, has been incorporated by Marcus Feuchtwanger, New Castle, Pa., Aaron Feuchtwanger, Pittsburg, and Harry W. Davis of Wilmington, Del., and will operate under a Delaware charter.

Sec'y O. C. Alexander of the Pittsburg Grain & Flour Exchange reports that 339 cars of hay were received in this market last week which is a heavy business even for this month. More ear corn is coming in proportion than shelled corn and corn receipts are much heavier comparatively than receipts of oats for this market.

Hardman & Heck report that more corn is coming into the Pittsburg market this winter than for many years, especially ear corn. Most of this is arriving from Ohio, although some comes from Indiana. The damp weather of the past few weeks has caused much of it to arrive in rather poor condition but in spite of this shipments out of Pittsburg to country points have been unusually good.

Pittsburg markets have improved considerably since Jan. 1. Receipts are larger and shipments are being made more promptly. The steady cold weather has increased consumption very much and the grain and feed market is feeling this larger demand. The little open weather which prevailed brot in very heavy shipments of hay for a few days and resulted in a drop of \$1 a ton which has, however, been fully recovered. In the grain market ear corn takes the lead so far as receipts and shipments are concerned. Much shelled corn is coming in and there is a good market for rye with prices on the up trend. The feed market is especially strong this week with bran \$3 higher than one month ago and middlings are likely to be quoted up before the end of another week. The mining and lumbering districts are calling on the Pittsburg trade for large shipments to cover current demand. Generally speaking the situation is very favorable and local dealers look for a good trade from now until warm weather.

SOUTH DAKOTA.

Henry, S. D.—Cars are very scarce.—H. H. Parliament.

Belvidere, S. D.—P. R. Judge is erecting an eltr. at this station.

Langford, S. D.—Have sold my eltr. at this station to Wm. Roberts.—A. Owen.

Hartford, S. D.—The eltr. of A. A. Truax burned some time ago.—Iver S. Henjum.

Spain, S. D.—I sold my eltr. here to the Marshall Grn. Co. last summer.—A. Owen.

Garretton, S. D.—The eltr. of the Atlas Eltr. Co. is closed.—E. F. Baker, agt. E. A. Brown.

Erwin, S. D.—G. H. Johnson has succeeded W. F. Quinn as mgr. of the Farmers Eltr. Co.—W. E. Charnley, agt. W. W. Cargill Co.

Milbank, S. D.—I have succeeded J. N. Manley as agt. for the Empire Eltr. Co.—H. A. Riley.

Humboldt, S. D.—C. F. Hahn has succeeded A. A. Truax; I am local agt.—A. L. Thrasher.

Emery, S. D.—D. Raugust has succeeded Raugust & Klundt.—J. Driscoll, mgr. Farmers Eltr. Co.

Pollock, S. D.—The eltr. of the Farmers Eltr. Co. is closed at present.—M. De Boer, Menno & De Boer.

Hosmer, S. D.—Keim & Stoecker have succeeded the Eureka Flour, Feed & Cream Co.—Dakota Grn. Co.

Florence, S. D.—Jones Bros. Grn. Co. has bot the plant of H. Rhine & Co.—H. P. Gole, agt. Pacific Eltr. Co.

Alcester, S. D.—I have succeeded Geo. N. Weed as mgr. of the Reedy Grn. Co. at this station.—J. J. Overholtzer.

Fairfax, S. D.—I have succeeded Fred Sork as agt. at this station for the Nye Schneider Fowler Co.—V. H. Uridel.

Bushnell, S. D.—I have succeeded Ray McNight as agt. for the Davenport Eltr. Co. at this station.—J. G. McClemons.

Alpena, S. D.—I have bot the eltr. of the Columbia Eltr. Co. at this station and have taken possession.—Mason Smith.

Corson, S. D.—The eltr. of E. A. Brown is not being operated this year.—Geo. A. Alexander, agt. Northwestern Eltr. Co.

Rutland, S. D.—O. D. Evanson has succeeded C. A. Stensland as agt. for the Abraham & Schultz Co.—G. F. Graff.

Kaylor, S. D.—F. F. Meyer has succeeded A. Voll as mgr. of the Farmers Eltr. Co.—J. C. Weiner, agt. A. A. Truax.

Volga, S. D.—Geo. O. Cotton has succeeded G. W. Van Dusen & Co.—C. C. Paddock, agt. G. W. Van Dusen & Co.

Geddes, S. D.—W. R. Hooker has succeeded Thos. Carroll as agt. for the Dakota Eltr. Co.—W. W. Sparks, agt. Western Grn. Co.

Butler, S. D.—Sam Buhler has succeeded L. P. Goodell as agt. for the Geo. C. Bagley Eltr. Co. at this point.—W. G. Bergstresse, agt.

Tolstoy, S. D.—The Tolstoy Grn. & Imp. Co. has been incorporated with capital of \$20,000.—G. H. Reichmann, agt. Security Eltr. Co.

Highmore, S. D.—Edward Davis has succeeded W. L. Thompson as agt. for G. W. Van Dusen & Co.—Roscoe Lowe, agt. Atlas Eltr. Co.

Canton, S. D.—Wm. Brooks has gone into partnership with C. H. Fitch in the eltr. business; the new firm will be known as Fitch & Brooks.

Lincoln sta., Vermilion p. o., S. D.—A meeting was held here recently by farmers to discuss the erection of an eltr. by a farmers' company.

Dell Rapids, S. D.—H. Ryan has succeeded W. McFarland as agt. for the McCaull Webster Co.—Scott Keefer, agt. Rothschild Grn. Co.

Harrisburg, S. D.—Matt Gill has succeeded Nels Everson as mgr. of the Farmers Eltr. & Supply Co.—Edgar Wardwell, agt. Hunting Eltr. Co.

McIntosh, S. D.—The McCaull-Webster Eltr. Co. has only a lumber yard here; next year it will have an eltr.—E. J. Cook, agt. M.-W. E. Co.

Artesian, S. D.—W. M. Scott has succeeded A. Williamson as pres. of this company, which is the successor of F. N. Theisen.—W. F. Robinson, mgr. Farmers Grain Co.

Mellette, S. D.—The Farmers Eltr. Co. bot the eltr. of the Crown Eltr. Co.; latter not now in business here.—G. M. Randall, agt. Columbia Eltr. Co.

Freeman, S. D.—The Freeman Eltr. Co. is the name of the concern that has bot the eltr. of J. J. Decker.—W. H. Barman, agt. Shanard Eltr. Co.

Booge, S. D.—The eltr. of the Harrington Grn. Co. burned last winter; I have succeeded G. M. Wright as agt. for the Booge Eltr. Co.—J. O. Everson.

Bonilla, S. D.—The eltr. of the Columbia Eltr. Co. is closed on account of damage which resulted from a hail storm.—F. B. McKichan, agt. Siberz Bros. & Craig.

Tripp, S. D.—The eltrs. of A. H. Betts and Zehnpfennig & Moeller, of which J. C. Wagner and Fred Wentz, respectively, are the local agts., have been closed for the season.

Bruce, S. D.—The eltr. of the Atlas Eltr. Co. has been sold to the Sol Walters Merc. Co., increasing its capacity from 25,000 to 38,000.—T. A. Thompson, mgr. Farmers Co-op. Co.

Ashton, S. D.—The eltrs. of the Ashton Eltr. Co. and the Columbia Eltr. Co. have been enlarged so that the capacity of each now is 40,000 bus.—E. E. Johnston, agt. Columbia Eltr. Co.

Britton, S. D.—The eltr. of the Britton Grn. Co. was open only a short time last season and has been closed since; house is owned by Mr. Furber.—F. P. Creaser, mgr. Farmers Co-op. Grn. Co.

Artas, S. D.—Geo. B. Kusler has succeeded the Artas Grn. Co.; Samuel Krause has succeeded Fred Rentz; Wm. Jahraur has succeeded I. Parkhurst as mgr. of our eltr.—Reagan & Hooper.

Hitchcock, S. D.—I bot the eltr. of the Western Eltr. Co. at this place and opened it Jan. 15. This house is new, it never having been opened since its construction the middle of last summer.—John Kingdon.

Wentworth, S. D.—A. B. Jackson has bot the eltr. of W. I. Thompson and there is talk of its being wrecked in the spring; the eltr. of Jones Bros. Grn. Co., it is said, will be moved before another crop.—L. F. Hartwick, W. Farmers Eltr. Co.

Chelsea, S. D.—C. W. Derr, Mitchell, S. D., has leased the eltr. of the Blair Lbr. Co. for one year; local agt. is E. Irving; Byrne Grn. Co., local dealers, have bot the eltr. of A. J. Rieger; F. Byrne has charge.—C. W. Halping, mgr. Blair Lbr. Co.

Hanton sta., Watertown p. o., S. D.—The Cactus postoffice has been discontinued and the name of the station changed to Hanton. Letters should be addressed to Watertown. R. F. D. No. 5.—J. G. Bauer, agt. E. A. Brown.

Elkton, S. D.—E. A. Brown bot the eltr. of Geo. E. Hoch and operates it in place of the house destroyed by fire about a year ago. I have succeeded F. M. Melick as mgr. of the eltr. J. R. Cullhane has succeeded Edwin Dressal as agt. for the Davenport Eltr. Co.—J. W. Kelly.

Mitchell, S. D.—The state Corn Show, which opened here Jan. 17, has attracted attendance from all sections of the Northwest. The corn palace, which has been standing for 12 years, was covered with new corn and presented an attractive appearance. Special prizes for exhibits were given including cash premiums by the Corn Growers Ass'n and implements and tools presented by manufacturers.

In the suit by the Geo. C. Bagley Eltr. Co. against the treasurer of Day County the Supreme Court of South Dakota on Dec. 15 affirmed the decision of the circuit court that the tax valuation of the eltr. property was not excessive. The court made the same decision in the suit by the Empire Eltr. Co. against Treasurer Butler.

Hudson, S. D.—P. D. Richards, grain buyer for the Hunting Eltr. Co. at this station, has disappeared. On Dec. 3 he went to Chicago in response to a letter from a grain man offering him employment. He wrote his father at Pocahontas that he would return in a day or two but since that time nothing has been heard from him.

Presho, S. D.—I have built a flour house and coal sheds on the eltr. I bot about a year ago; considering the newness of this country we have done a nice business; have handled a little more than 3,000 so far and there probably is $\frac{1}{2}$ yet to handle; we are having a snug winter and traffic is slow on the railroads; coal situation not so bad as a week ago; I have planned to build an eltr. in Colorado.—W. P. Ladd, mgr. Lyman Co. Farmers Eltr. Co.

SOUTHEAST.

Herndon, Va.—The Hutchison & Mitchell Co. is considering the installment of machinery for grinding feed and may erect an eltr. with gasoline engine motive power.

Norfolk, Va.—J. H. Cofer Co., incorporated with capital of \$20,000 to \$50,000 to conduct wholesale and retail grain business; Pres., J. H. Cofer; vice-pres., W. E. Flournoy; sec'y-treas., V. W. Emory, all of this city.

Selma, Ala.—This market takes about 1,000 cars of corn and oats annually. Very little grain for future delivery has been bot this season and the demand will be a continual one during the next 6 months. This section had a good cotton crop the last season and the high price for which it has sold has put this locality in better shape than for many years.—Gaines & Ross.

TENNESSEE.

Nashville, Tenn.—The records of the Nashville Grain Exchange show that the receipts at Nashville last year were 19,222 cars of grain and 3,725 cars of hay, compared with 18,825 cars of grain and 5,240 cars of hay in 1908.

Nashville, Tenn.—The newly organized Grain Exchange Clearing House, which has applied for a charter, will have capital stock of \$5,000. The incorporators are Chas. D. Jones, Albert Rothschild, H. H. Hughes, John H. Bell and J. B. McLenore.

Nashville, Tenn.—Plans for the new theater building, which will house the Nashville Grain Exchange, have been submitted to the members of the organization for approval or changes. One floor will be occupied by the Exchange. The building will occupy the site of the former Board of Trade building.

Memphis, Tenn.—A banquet was given by the Memphis Grain & Hay Ass'n Jan. 6. The annual election, which was to have been held at that time, owing to a smaller attendance than was anticipated, was postponed. The retiring officers of the Ass'n are: Pres., S. M. Bray; vice pres., J. J. Wade; commissioner, C. B. Stafford.

Memphis, Tenn.—The annual election of the Merchants Exchange was held Jan. 13, the following officers being elected: Pres., S. T. Pease; vice-pres., H. J. Parrish; directors, B. H. Ashner, N. M. Bosworth, W. C. Kilgore, N. C. Perkins, J. F. Waggoner, Robt. E. Lee, W. F. Meath, T. H. Tutwiler.

Humboldt, Tenn.—The Humboldt Mfg. Co. is the name of the new concern that will succeed the Hardy Grn. Co. in the operation of the roller mills and eltr. which closed down here several months ago when the latter company went into bankruptcy. A charter has been applied for and the mill will begin operation soon. T. F. Stubbs of Union City will move to Humboldt and act as mgr. of the business and J. R. Evans of this city will resume his place as miller under the new management.

Nashville, Tenn.—Late reports state that the recent traffic disagreement between the Tennessee Central railroad, which penetrates the territory east and west of this city, and its connections, the Southern and the Illinois Central, will be adjusted. It is now believed that the threat to cut off all traffic arrangements with the Tenn. Cent. will not be carried out. Had this been done it would have left Nashville with only the L. & N. and the Nashville, Chattanooga & St. Louis as it would have cut out the Tenn. Cent. on thru freight. The impression, however, seems to be that the difficulty will end in the Southern and the Illinois Central again getting control of the Tenn. Cent. and coming into Nashville independently.

TEXAS.

Texas City, Tex.—The Texas City company has just let contracts aggregating \$600,000. One of these is to James Stewart & Co. for a 500,000-bu. eltr. so constructed as to admit of its increase to 1,500,000 bus. capacity. Contract price is \$300,000.

Bryan, Tex.—John C. Vick, grain dealer and miller, has bot the feed and grain business of J. W. Hunnicutt. He will move the stock of the latter to his own plant and consolidate the two, making one of the largest of this kind in this section of the state.

Austin, Tex.—The Texas Railroad Commission on Feb. 8 will consider an application praying for an increase in the prescribed minimum carload weights on grain and grain products, as follows: Oats, 32,000 lbs. per car; other grain, 40,000 lbs.; grain products, 30,000 lbs.

Galveston, Tex.—The Texas Star Flour Mills have brot suit against the Moore Grn. Co. of Kansas City to recover \$2,508.94, alleging that wheat bot from the firm, by sample, in 1908, arrived in unsound condition, causing a loss to the complainant of the amount it seeks to recover.

Denison, Tex.—Turner Wilson, pres. of the Denison Mill & Eltr. Co., announces that an eltr. to cost \$60,000 will be erected by that company on the site of the plant burned Nov. 12. The mill will not be replaced at once but the eltr. will be constructed with a view toward adding a mill later.

Fort Worth, Tex.—Work is progressing on the 400,000-bu. eltr. that is being erected by the Ft. Worth Eltr. Co. and which is owned by Smith Bros. Grn. Co. The new house, which is on the Rock Island, will be ready for the crop of 1910. Freezing weather has to some extent delayed the completion of the concrete work.

Dallas, Tex.—The annual convention of the Texas Corn Growers Ass'n and the Corn Show held in connection with it, opened in this city Jan. 13.

WASHINGTON.

Tacoma, Wash.—State Grain Inspector Armstrong and Deputy Inspector King will move their offices to another location before the end of the month. A suite has been engaged on the second floor of a new office building.

Ellensburg, Wash.—Galbraith, Bacon & Co. of Seattle have bot the hay business of B. F. Reed in this city and his holdings in the Kittitas valley. In addition to the warehouse the deal includes about 8,000 tons of hay. It is said the Seattle firm will establish other branch agencies and distributing centers.

Olympia, Wash.—The estimate on the 1909 grain crop, made by Grain Inspector S. C. Armstrong, and filed with the Railroad Commission for the benefit of the prison board in apportioning the grain bag output of the penitentiary among the counties, gives the total at 49,565,000 bus. for the 3,045,000 acres. It is divided as follows: Wheat, 35,095,000; oats, 9,290,000; barley, 5,180,000.

Pullman, Wash.—The annual wheat convention was held in this city Jan. 13-14-15. The attendance was large and the program the most extensive and varied ever given. Represented among those in attendance were farmers, warehousemen, shippers, buyers, exporters, millers, bakers, representatives of the state railroad commission and of the various western agricultural colleges.

Seattle, Wash.—The erection of a large eltr. and flouring mill is contemplated by capitalists of this and a number of eastern cities. The mill, with eltr. of 300,000 bus. capacity, will cost \$350,000. The eltrs. will consist of 18 concrete tanks absolutely fireproof. The mill will be erected by the Fisher Flouring Mills Co. The company will have capital stock of \$350,000. Principal stockholders will be O. W. Fisher, Bozeman, Mont.; W. P. Fisher, Seattle; O. D. Fisher, Seattle; J. B. White, Kansas City, Mo.; J. L. Grandin, Boston and E. B. Brandin, Washington, D. C.

Seattle, Wash.—In order to destroy the prejudice against the shipment of bulk wheat and to do away with the expensive demand for grain sacks, the Great Northern and Northern Pacific railways are reported to have begun the erection of a number of eltrs. in the wheat country of eastern Washington. The railroad officials say that the handling of wheat is much easier in bulk, but that owing to what they term a prejudice, it is impossible to get the exporters to handle grain unless it is sacked. It is believed that by erecting a chain of eltrs. in the wheat-growing belts the shippers will realize the advantage of shipping in the bulk and the exporters and Coast millers will be forced to accept shipments in that form.

WISCONSIN.

Brandon, Wis.—A Farmers Union with 25 members has been formed here which is affiliated with the American Society of Equity. J. Milton Simmons is the organizer.

Washburn, Wis.—The eltr. of the Omaha road, capacity 800,000 bus., has been leased, according to reports, by the Van Dusen-Harrington Co. of Minneapolis.

Lena, Wis.—We will repair one of our eltrs. that was badly damaged by overloading with peas and will put in a new automatic weigher for next season; will need about \$800 worth of repairs altogether. Grain still is coming in quite freely, but it is hard for us to handle as our eltrs. are full and we cannot get the cars to ship grain out.—J. N. Bassett.

Superior, Wis.—Reports from North Dakota state that the American Society of Equity of that state will organize a North Dakota Terminal Eltr. Ass'n. Already \$25,000 has been subscribed for the ass'n and more money will be subscribed as soon as the permanent organization is perfected. The organization is being formed for the purpose of erecting terminal eltrs. at Superior and at Minneapolis and St. Paul. Last year it was announced that the Society of Equity intended to build an eltr. here to handle grain for its members. It was at first proposed to have the state pay part of the cost of the building but this could not be done because it would be located outside of North Dakota.

Superior, Wis.—The agreement to continue the present relations between the Wisconsin Grain & Warehouse Commission and the head of the lakes eltr. interests in force for another year has been filed with the federal court for the western district of Wisconsin. This is the agreement made at the conference a couple of weeks ago. The agreement provides that all grain received at the Superior eltrs. shall be weighed by the employees of the Wisconsin Commission and that all coarse grains shall be subject to the Wisconsin inspection. Wheat and flax shall be subject to the inspection asked for by the owner. The A. D. Thomson Co., which operates the Great Northern system, has agreed to place a buyer on the Superior Board of Trade and several of the other eltr. companies are expected to follow suit.

Superior, Wis.—Grain rates from western and southwestern shipping points to Superior are now under investigation by the traffic committee of the Commercial Club with a view to determine how they compare with rates from the same points to Minneapolis and Chicago. One of the discriminations against which the local grain men are fighting is the rates on grain from points in North Dakota. The rates from these points which are as near to Superior as to Minneapolis, are in favor of the latter city by 2c a bu. From points in North Dakota which are nearer to Superior than to Minneapolis the rate is the same to either place. The local shippers contend that they should either have the same rate as Minneapolis from points in the southern part of North Dakota or else have a differential in favor of Superior from the northern half of the state. Rates on corn from points in Iowa and Nebraska, which are just as near to Superior as Chicago, are in favor of the latter city by as much as 4c a bu. If this discrimination could be overcome it is believed Superior would get a vast amount of business from the corn belt.

MILWAUKEE LETTER.

Grain receipts at Milwaukee during December, 1909, were as follows: Wheat, 422,600 bus.; corn, 284,900; oats, 499,500; barley, 1,003,600; rye, 70,000; flax seed, 43,460. Shipments during the same period were: Wheat, 399,701 bus.; corn, 351,038; oats, 547,856; barley, 250,552; rye, 81,000; flax seed, none.—H. A. Plumb, sec'y Chamber of Commerce.

H. D. Johnson, E. C. Wall and E. J. Furlong have been appointed delegates from the Milwaukee Chamber of Commerce to the convention of the Nat'l Board of Trade to be held in Washington Jan. 26-27.

During the month of December the following were admitted to membership in the Chamber of Commerce: W. G. Kellogg, A. M. Kayser, J. W. McGraw, R. M. Labarthe, Walter J. Bush, and K. C. Testwuide. The memberships of the following were transferred: J. H. Sprecher, Peter Robertson, Jos. Metzl, H. L. Palmer, Chas. R. McGinley, R. J. Wirtz and Abbott Lawrence.—H. A. Plumb, sec'y.

At a special meeting of the Chamber of Commerce Jan. 4 it was decided to again become a member of the National Board of Trade and also to become a member of the newly formed Council of North American Grain Exchanges. This makes the third time the Chamber has been a member of the National Board, it having been a charter member when the Board was organized in 1868. The Chamber will send 3 delegates to the next annual meeting of the National Board of Trade, which will be held in Washington, Jan. 25-26-27.

Copies of the new demurrage rules adopted by the Nat'l Ass'n of Railroad Commissioners have been sent out by the Wisconsin Railroad Commission. It is believed that if these rules were adopted in Wisconsin they would put 100,000 freight cars in use in the state and would wipe out the present car shortage. The opinion of shippers is asked regarding the rules, which would give credit for quick unloading of cars. The Commission will hold a hearing on these subjects Feb. 5. If possible a reciprocal law will be obtained which will compel the railroads to pay a sort of demurrage charge to offset the charge which they make to receivers.

Calendars Received.

A beautiful reproduction of "Elizabeth," an ideal portrait by William Thorne, A. N. A., is the unusually attractive feature of the calendar for 1910 issued by C. A. Foster, of Pittsburg.

D. R. Risser of Vaughnsville, Ohio, sends us a very attractive wall calendar which is especially suitable for the home. It is not as large as a barn nor yet so small as to make it difficult for one to learn the date. This he sent to farmers in territory adjacent to his elevators and greatly increased its effectiveness by a most cordial holiday greeting in which he calls attention to his different stations and to the different lines of business handled. We are indeed pleased to quote the following from his happily worded letter to his patrons: "Will you accept my 1910 calendar in the same spirit as it is given? It is yours. I have made you a present of it, and hope it will find a place in your home. I am thankful for the past year's business and all the business courtesies that have been extended toward me. It has been a successful year, but we have all been busy and done a great deal of hard work. Our aim is to take care of the trade to the very best of our ability."

New York exported during the week ending Jan. 22, 1,173 bags clover seed, probably mostly alsike. There were no imports. Timothy exports were 800 bags.

Speculation in clover seed is still very quiet. Market has fluctuated a little this week. Liquidation in grain and stocks hit clover seed early, but prices recovered later with grain. Eastern buyers, nibbling, but demand still very limited. Need fresh crop of bulls to stimulate prices.—C. A. King & Co.

Seeds

We will have a fine crop of clover.—Mull Grain Co., Morristown, Ind.

The Southland Seed Co. has been incorporated at Dallas, Tex., with capital stock of \$20,000; incorporators, Wm. D. Garlington, C. H. Tinker and H. H. Hal-loway.

Robert Weston Leonard, son of Simeon F. Leonard, pres. of the S. F. Leonard Seed Co., and Miss Allite Frances Hotchkiss, both of Chicago, eloped to Kalamazoo, Mich., Jan. 18, and were married.

The seed committee of the Toledo Produce Exchange for the ensuing year consists of the following members: F. W. Annin, J. C. Keller, J. A. Smith, F. W. Jaeger, R. L. Burge, W. R. Hadnett and W. E. Stone.

The new arbitration committee of the Chicago Board of Trade on grass and field seeds is composed of F. E. Winans, T. M. Hunter, A. L. Somers, C. A. Heath, Adolph Gerstenberg, G. A. Wegener and G. S. Green.

Receipts of clover seed at Milwaukee during December, 1909, were 451,325 lbs.; timothy seed, 182,945 lbs.; shipments during the same period were: Clover seed, 901,680 lbs. and timothy seed, none.—H. A. Plumb, sec'y Chamber of Commerce.

At the executive committee meeting held at Boston, Dec. 28, it was decided to hold the next convention of the American Seed Trade Ass'n at Atlantic City, N. J., June 21-23, with headquarters at the St. Charles hotel.—C. E. Kendel, sec'y Cleveland, O.

Toledo received during the week ending Jan. 22, 1,200 bags of clover seed and shipped 2,600 bags, against 3,700 bags received and 4,700 shipped during the corresponding week of 1908. Receipts for the season to date have been 33,000 bags and the shipments 12,000, against 101,000 bags received and 59,000 shipped during the corresponding period of 1908.

Chicago received during the week ending Jan. 22, 394,000 lbs. timothy seed, 42,985 lbs. clover seed, 776,040 lbs. other grass seeds and 20,000 bus. flaxseed and shipped 477,099 lbs. timothy seed, 69,334 lbs. clover seed, 811,420 lbs. other grass seeds and 1,544 bus. flaxseed, compared with receipts during the corresponding week of 1908 of 810,589 lbs. timothy seed, 227,742 lbs. clover seed, 539,313 lbs. other grass seeds and 30,000 bus. flaxseed and shipments of 260,698 lbs. timothy seed, 360,680 lbs. clover seed, 1,446,184 lbs. other grass seeds and 1,400 bus. flaxseed.

The clover seed market is still on a speculative basis, awaiting developments as to the spring cash demand, which the past few days has improved but is rather scattered.—A little from this place and a little from some other section, no doubt the buyers being afraid of taking on much with October selling \$2.00 under cash prime. Toledo should now be shipping ten or twelve hundred bags a day. Will buyers pay more later on or will the country loosen up and send in more than the market can take care of without a break? Week's developments show that the country is letting go some and getting more or less anxious. Prices now are about a half dollar lower than the high point on the crop.—J. F. Zahm & Co.

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Grain Carriers

The Schmitt waterway bill has passed the Illinois Senate.

The pooling clause in the administration rate bill is being criticised.

The hay rate case of the National Hay Ass'n it is said will be heard about June 1.

A car of grain was wrecked on the Northwestern recently between Kirkman and Harlan, Ia.

Interstate Commerce Commissioner E. E. Clark gave a hearing at Buffalo Jan. 18 on the differential between wheat and flour shipped from upper lake ports to Buffalo.

The canal season may be extended so that two and possibly three more trips can be made each season if a bill that has been introduced into the New York legislature becomes a law.

In the report of the New York state engineer it is stated that the new barge canal will be completed possibly before 1914, and it is expected that its cost will come within the estimates.

The wreck of the W. C. Richardson, which went aground off the harbor of Buffalo with a cargo of flaxseed, still lies half submerged. The wrecking crew has been forced to suspend operations owing to bad weather.

Rice shippers, at a meeting of the Western Classification Committee, held in San Antonio Jan. 13, generally opposed the requirement proposed by the railroads that rice shipments be "double-pocket."

Fifty miles of new railroad will be built, extending the line of the Kootenay Central, Canada, if the appropriation recently voted by the western officials of the Canadian Pacific is ratified by the directors.

With regard to the Chicago and Toledo canal the *Marine Review* says: "Above all, let it be clearly understood that lake shipping is not asking for it and would not use it if it were built, and the only people who are pushing it are those who have land to sell or are in some way interested in its construction."

At the first hearing, Jan. 15, by the Interstate Commerce Commission at Washington on milling in transit evidence was presented by John H. Marble that oats had been substituted for barley. Commissioner Clements declared if these violations continued it would be necessary to invoke the criminal sections of the interstate act.

An extension of the Great Northern system, announced recently by the directors, will be constructed from Vaughn station, Mont., 10 miles west of Great Falls, to the base of the Rocky Mountains. The new line will open up the Sun River Valley, with its 120,000 acres of irrigated land and half-million acres of the finest wheat growing land in the state.

Bad luck attended the steamer Sir Thomas Shaughnessy, which arrived at Buffalo a few days ago with a cargo of wheat from Ft. William. While lying at the breakwall a fire occurred, damaging 90,000 bus.; then, owing to a leak, 15,000 bus. more were water soaked. None of the wheat was fit for milling purposes and the remainder of the cargo was shipped to the seaboard for export.

C. S. Bentley of Chicago has filed claim against the Northwestern road alleging that 75,000-lb. capacity cars were furnished for shipments of barley from Mapleton, Ia., when cars of 60,000 lbs. capacity had been ordered.

Prospects for federal aid for the billion-dollar lakes to the gulf deep waterway are fading. Its advocates are losing ground in their campaign at Washington, as many congressmen who favored the improvement on a grand scale now are appalled at the total expenditure involved and oppose the scheme as promising no direct benefits to their own constituents.

All-rail shipments for export, as well as the domestic supply for Ontario and Quebec, have kept the Lake Shippers Clearance Ass'n of Winnipeg busy since the latter part of November. About 2,000,000 bus. of grain have passed thru the hands of the ass'n in that period. It is reported that the car supply has been short during the last few weeks on account of the Canadian Pac. Ry. having to use them for carrying the western coal supply.

The new line of the Minn., St. P. & Sault Ste. Marie from Plummer to Moose Lake will extend from Moose Lake to the Leech Lake dam, east of Leech Lake, thence northward to the crossing of the Gt. Northern thru Cass Lake, Farris, Rosby and Bemidji, westward to Wilton and will be built only a short distance north of the Gt. Northern Ry. Westward the road will cross the southeast leg of Four-Legged Lake thence north to Leonard and from Leonard north to Plummer.

The Interstate Commerce Commission has announced that four hearings supplementary to that held in Washington last week on substitution of commodities in transit will be held. The first of these hearings will be held in Chicago on Jan. 25. Thereafter at early dates, hearings will be held at Boston, Mass.; Montgomery, Ala., and Memphis, Tenn. Each of the hearings will be before one or more members of the commission, and they will be conducted for the commission by its attorney, John H. Marble.

The decision of the switchmen on the railroads entering Chicago to submit their grievances according to the provisions of the Erdman law brings to a close nearly six weeks of railroad traffic difficulties, most important of which has been the difficulty in handling the coal supply of the Northwest. It is generally predicted by both railroad men and labor union officials that the award of the arbiters will be in the nature of a compromise. Thru the decision it is expected that the 16,000 striking switchmen will be returned to work within a fortnight and that the traffic centers affected by the tie-up will be opened to an unusual volume of business.

On complaint by the farmers union and the Astoria Chamber of Commerce the Interstate Commerce Commission on Jan. 4 decided that the fact that the railroads have provided themselves with tracks, warehouses, wharves, etc., for handling export grain at Portland, Seattle and Tacoma does not impose upon them the obligation of duplicating those facilities at Astoria; held, further, that defendants' rate on grain and grain products from points in Washington and Idaho to Astoria are unreasonable per se, and that rates shall be established to Astoria not more than 4½ cents per 100 pounds higher than the rates to Portland.

The Gilchrist Transportation Co., the second largest of the Great Lakes, was placed in the hands of a receiver Jan. 18 upon application of Frank W. Gilchrist, vice-pres. of the company, who alleges that poor business during the last season made it impossible for the concern to meet its loans. The liabilities of the company are said to be \$2,500,000. G. A. Garretson and S. P. Shane were appointed receivers.

Delivery of a shipment of 11 cars of waste paper was refused by the N. Y., Susquehanna & Western R. R. because the shipper would not pay the \$1 per day demurrage. The shipper, Geo. Carrizzo, of Brooklyn, brot suit and a jury in Judge Putnam's court at that city gave him judgment for \$627. At the time of the suit the cars were still being held by the railroad. The company will appeal to the court of last resort.

Private car ownership is hit hard by the uniform demurrage rules of the National Ass'n of R. R. Commissioners that demurrage must be paid for delay, even by the owner of the car. It is proposed to allow the owners of private cars 48 hours in which to unload them, after which a charge of \$1 a day will accrue while the cars are kept out of service. This penalty, of course, will not apply when the cars are withdrawn from service on account of lack of business or lack of loads. The owners of the cars, however, will have to give notice when they desire to "park" or store their cars. So long as the owners of private cars receive compensation from the railroads for their use, such compensation ranging from ¼-cent to 1-cent per mile, loaded or empty, it is thought that the cars may be considered to be in the railway service and should be subjected to the same rules and regulations as their cars.

Reparation Allowed.

Refund of \$7.08 has been ordered in the case of the Rogers Eltr. Co. against the Illinois Central R. R. account overcharge on grain doors; corn was shipped from East St. Louis to Nashville June 7 and 18, 1908.

Refund of overcharge on a shipment of shelled corn has been ordered paid Schaeffer & Schwartzkopf by the C. C. C. & St. L.

Will Not Deduct for "Natural Shrinkage."

Announcement has been made by the Chicago Great Western Railroad that it will cancel its concurrence in the agreement, entered into several weeks ago by all western lines, under which all just claims for shortage in grain shipments would be settled on a basis of a deduction of ¼ of 1 per cent on corn or oats and ⅛ of 1 per cent on wheat, for natural shrinkage.

This arbitrary ruling has brot forth numerous protests and the move taken by the Chicago Great Western rounds to its credit. The agreement of the western lines, if carried out as appears to have been their purpose, permits of no flexibility in making allowances.

The pellagra germ has been isolated, according to a report from two local physicians at Durham, N. C., who have been conducting experiments with guinea pigs. If this has been accomplished it is believed the cause of the plague may soon be determined.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

In Sup to ICC C8522, effective Feb. 14, elevation allowance at St. Louis and East St. Louis is announced by the C. R. I. & P.

Sup 6 to ICC 2390, effective Feb. 9, filed by the Vandalia, announces rules governing allowance for transfer at points on that line.

In Sup 2 to ICC 661, effective Feb. 1, the T P & W announces rates on grain and grain products from Peoria to points in Indiana, Ohio and Michigan.

ICC 2206, filed by the Wabash and effective Feb. 2, gives rates on corn from Chicago and Toledo to points in New Brunswick, N. S., and Ontario.

Rates on grain and grain products have been filed by the L S & M S in ICC A 2504, effective Feb. 1, from points on its lines to points in C F A territory.

Rates on grain and grain products, effective Feb. 1, from stations on the Elgin J & E, to Atlantic seaboard cities, for export, have been filed in ICC 1147.

Announcement is made by the Erie, in ICC A4159, effective Feb. 1, of rates on grain and grain products from points in Ill., Ind., Ohio, N. Y., and Penn., to eastern cities.

Effective Feb. 1, the M St P & S S M, in ICC 2626, announces rates on barley, corn, oats, rye and wheat from Minneapolis, St. Paul and other Minnesota points to points in the east.

The C R I & P has filed Sup 1 to ICC C8804, effective Feb. 15, giving rates on grain and grain products from points in Oklahoma to Port Arthur and Galveston, Tex., for export.

In ICC 789, effective Feb. 5, the Chicago C & L announces rates on grain and grain products from Chicago, Hammond, Ind., and other stations on its lines to points in C F A territory and in Canada.

Sup 1 to ICC 223, effective Feb. 6, filed by the C & A, gives rates on seeds, hay, grain and grain products from Kansas City, Mo., and rate points (originating beyond) to points in Florida, Alabama and Louisiana for export.

Announcement is made by the Mich Cent, in ICC 3779, effective Feb. 5, of rates on grain and grain products, and articles taking same rates, from stations on that road to basing points in eastern states and in Canada.

Rates on wheat from Kansas City, St. Joseph, Mo., Atchison and Leavenworth (when from points beyond) to St. Paul, Superior and other points in Minn. and Wis. are announced by the C. St. P. M. & O. (effective Feb. 10), in ICC 3655.

ICC A1, filed by the T St L & W, effective Feb. 7, announces rates on grain and grain products from Chicago, Peoria, Springfield, Alton and Edwardsville, Ill., and rate points, to Knight's Key and Pensacola, Fla., Mobile, New Orleans, Port Chalmette and Westwego, La., for export.

In Sup 3 to ICC 3556, effective Feb. 1, the C St P M & O announces rates on grain, grain products and seeds between St. Paul, Minneapolis, Minnesota Transfer, Duluth, Superior, Itasca, Ashland and stations on Wis. div. of that road and stations in Ind., Ill., Ia., Mich., Minn. and Wis.

Effective Feb. 1 the L E & W, in ICC 1938, announces rates on grain and grain products from Bloomington, Crandall, Peoria, Pekin, Ill., (proper and from beyond) also points on that road, to points in C. F. A territory.

ICC 8978, filed by the B & O, effective Feb. 1, announces rates on grain and grain products from stations on that road to Baltimore, New York, Philadelphia, Uniontown and Washington and points taking same rate.

Effective Feb. 2, the Grand Trunk, in ICC A1313, announces rates on grain and grain products from stations on its lines and connections, with reshipping rates from Chicago and Milwaukee, to eastern, New England and Canadian points.

In Sup 3 to ICC A524 the M & O announces rates on grain doors and elevation or transfer of grain, absorption of switching and other charges, at points in the switching limits of St. Louis and East St. Louis. In the state new rates are effective Jan. 20 and interstate Feb. 5.

Announcement of rates on grain, grain products, straw, hay and seeds is made by the S W Trf Committee in Sup 5 to ICC 627, effective Feb. 13, from points on the Mississippi and Missouri rivers and stations in Kansas, Illinois, Colorado, Arkansas, Nebraska, Missouri, Kentucky, New Mexico, Oklahoma and Tennessee to points in Louisiana.

Rates on grain, grain products and seeds, effective Feb. 15, are announced by the C B & Q in Sup 3 to ICC 9806. (Also includes articles taking same rates.) Rates apply between St. Paul, Minneapolis, Duluth, Stillwater, Winona, in Minn., and La Crosse, Wis., and rate points and stations in Ind. and Ill., also west bank of Mississippi River points, and Green Bay and Kewanee, Wis.

Sup 1 to ICC 223 has been filed by the C & A giving rates, effective Feb. 6, on hay and seeds, grain and grain products, from Kansas City, Mo., (when originating beyond) also points in the same state to Cairo, Ill., and Evansville, Ind., (proper) or when for S. E. and Carolina territories, also points in the Mississippi Valley and stations in Louisiana, Alabama, Tennessee and Mississippi.

Mike Mitchell, formerly a grain buyer of Tulare county, Cal., is said to have been appointed a colonel in the insurgent army of Nicaragua. It is said he received his commission for special daring, altho the title is spoken of as being one which carries much gold braid, a little less authority and less pay.

Sixteen cases of North Dakota flax straw consigned to the Cogry Flax Spinning Mills, at Doagh, county Antrim, Ireland, have arrived at their destination and will be converted into linen. Should the experiment prove as successful as anticipated it is believed it will go far as an argument toward the promotion of domestic manufacture of linen from the flax straw heretofore grown in the Northwest for seed purposes only.

A rice pool may be formed by Louisiana growers and bankers if the plan proposed at a recent meeting, held at Crowley, materializes. A company of rice farmers will be organized, backed by the banks, which will buy up at a fixed price not less than 50 per cent of the visible supply of rough rice. Each farmer will take stock up to the amount of 10 per cent of his rough rice each year for 5 years. On the farmers binding themselves to do this the banks are said to be ready to finance the enterprise.

U CAN PREVENT BOILER SCALE

Our International Boiler Compound removes old scales and prevents the formation of new. It is no experiment. It will surely do the work. Try it. First order subject to approval.

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20TH CENTURY BRASS & MFG. CO.
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Cover's Dust Protector

Rubber Protector \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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124 Perley St., South Bend, Ind.

JOHNSON'S Grain Dryer and Renovator

Serviceable, Economical, Satisfactory. Write

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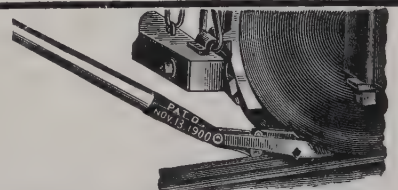
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The Appleton Car-Mover Co.
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is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

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is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

Supreme Court Decisions

Time of Valuation.—Evidence of the market value of hay in May is inadmissible in an action for failure to deliver the hay the previous October.—*Austin & McCargar v. Langlois*. Supreme Court of Vermont. 74 Atl. 489.

Right of Stoppage in Transit.—The right of stoppage in transit arises upon the discovery by the seller, while the goods are in transit, that the buyer is insolvent.—*Letts-Spencer Grocer Co. v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals. 122 S. W. 10.

Delivery under B/L.—Where the B/L fails to show who the consignee is, delivery without ascertaining from the shipper to whom the same is to be made, makes the carrier liable in conversion.—*Gass v. Astoria Veneer Mills*. Supreme Court of New York. 118 N. Y. Supp. 982.

Arbitration.—Agreements to refer disputes to arbitration will be upheld, where the power to pass upon the subject-matter in dispute is clearly given to the arbitrator.—*Conneaut Lake Agricultural Ass'n v. Pittsburgh Surety Co.* Supreme Court of Pennsylvania. 74 Atl. 620.

Landlord's Title to Grain.—A landlord acquires no title in the grain raised by the tenant until the division and delivery thereof by the tenant to him, when under the lease the tenant is to deliver a share of the crop as rental.—*Eaves v. Shennard*. Supreme Court of Iowa. 105 Pac. 407.

Offer and Acceptance.—A proposition to sell or buy must be accepted in the very terms in which the proposition is made, and, where any qualifications or conditions are added to the acceptance, the offer is not accepted, and no contract is made.—*Postal-Telegraf Cable Co. v. Louisville Cotton Oil Co.* Court of Appeals of Kentucky. 122 S. W. 852.

Appointment of Employee as Arbitrator.—The parties to an arbitration agreement could waive objection to appointing an employee of one of them as arbitrator, and that objection cannot be made to the award where both parties knew that fact when he was appointed.—*Travelers' Ins. Co. v. Pierce Engine Co.* Supreme Court of Wisconsin. 123 N. W. 643.

Different Shipping Contracts.—When a shipper goes to a carrier with a view of making a shipment, and the carrier has different kinds of contracts, one by which the carrier insures the goods shipped, and the other by which the shipper assumes all risk, it is incumbent upon the carrier to show the contract actually made.—*McIntosh v. Oregon R. & Navigation Co.* Supreme Court of Idaho. 105 Pac. 66.

B/L and Delivery.—A carrier of freight consigned to the shipper under a B/L stipulating for notice of the arrival to a third person, and providing that the surrender of the B/L properly indorsed shall be required before the delivery of the freight, cannot deliver until presentation of the B/L, as the condition imposed therein cannot be waived.—*Lyons v. New York Cent. & H. R. R. Co.* Supreme Court of New York. 119 N. Y. Supp. 703.

Landlord's Lien.—Where a crop, transferred to a wife by her husband in satisfaction of her lien for rent due on a lease between them, was consigned by her to one of his creditors, who accepted the consignment as her property and agreed to sell it on her account alone, her right to enforce the lien on the proceeds, as against the consignee, was not lost by failure to sue within the 15 days or the 120 days given by the statute.—*Jones v. Louisville Tobacco Warehouse Co.* Court of Appeals of Kentucky. 123 S. W. 307.

Payment of Advance by Agent.—Where an agent contracted to purchase wool with money furnished by the principal, payment of money thus expended and advanced by the agent became due without reference to delivery of the wool purchased.—*Welker v. Appelman*. Appellate Court of Indiana. 90 N. E. 35.

Presentation of B/L Before Placing Car.—A carrier not authorized to deliver the goods until the presentation of the B/L need not place the car containing the goods on the delivery track until the person entitled to the goods is prepared by the presentation of the B/L to receive the goods.—*Lyons v. New York Cent. & H. R. R. Co.* Supreme Court of New York. 119 N. Y. Supp. 703.

Sender's Right to Sue Telegraf Co.—Plaintiffs cabled their acceptance of an offer for cotton from dealers in France; but the message was delayed three days in delivery, during which time the price declined, and the French dealers refused to accept at the price named, stating, "We confirm what has been done, but claim against cable" for decline in price. Plaintiffs thereupon shipped the cotton, and drew upon their correspondent for the purchase price, less the loss. Held, that plaintiff could not recover the loss, by decline in price, from the telegraf company.—*Western Union Telegraf Co. v. William Rhett & Co.* Supreme Court of Mississippi. 50 South 696.

Evidence of Capacity of Tank.—In an action for breach of a contract to pay for an elevator building, tanks, etc., where a defense was that certain of the tanks did not hold 1,000 bushels of wheat, as contracted for, a letter entirely in typewriting, containing the initials of defendant's assistant bookkeeper, written on defendant's letterhead, received by plaintiff in due course of mail, which letter stated that defendant had put 1,000 bushels of wheat into one of the tanks, and that it had twisted out of shape, was admissible as an admission of defendant that the tanks held 1,000 bushels, as against an objection that authority to write the letter was not shown.—*J. T. Stark Grain Co. v. Harry Bros. Co.* Court of Civil Appeals of Texas. 122 S. W. 947.

Unfair Competition.—Const. art. 17, section 20, providing that no incorporated company, partnership, or association of persons in the state shall combine or make any contract with any incorporated company through their stockholders or trustees, or assigns of such stockholders, or with any partnership or association of persons, to fix the prices, limit the production, or regulate the transportation, of any product so as to prevent competition in such prices, etc., or to establish excessive prices therefor, and that the Legislature shall pass laws for the enforcement of the section by adequate penalties, and in the case of incorporated companies, if necessary, may declare a forfeiture of their franchises, covers not only monopolies acquired by combination, but those obtained through unfair competition.—*State v. Central Lumber Co.* Supreme Court of South Dakota. 123 N. W. 504.

Damage to Cargo.—On a voyage from a Canadian port on Lake Superior to Buffalo, a steamer's cargo of wheat was damaged by water escaping from a feed pipe connecting the engine and boiler rooms, which was broken at a joint. The use of such feed pipe and the manner in which it was constructed and cased were not unusual on such steamers, and an inspection a month earlier, and a further examination by the officers and shipper's agent before loading, showed it to be in good condition. Held, that it did not render the vessel unseaworthy at the beginning of the voyage, but that under the evidence the breaking was due to perils of navigation, which strained the vessel during the voyage, and which were within the exceptions in the bill of lading; it being shown that she encountered unusually rough weather and was otherwise strained.—*The Rappahannock*. U. S. District Court, Western District of New York. 173 Fed. 829.

Telegraf Delivery Limits.—A telegraf company may establish free-delivery limits for the delivery of messages, at terminal offices, and may make an additional charge for delivery beyond such limits, and the sender cannot require that the company shall deliver a message beyond the limits on the payment of an additional charge, unless the addressee lives within a reasonable distance from the office of delivery. (Per *Hydrick, J.*, and *Gary, A. J.*)—*Glenn v. Western Union Telegraf Co.* Supreme Court of South Carolina. 65 S. E. 1024.

Wagering Contracts.—An express agreement in advance between grain brokers and a customer that no grain was to be delivered or received on his contracts, but that the transactions were entirely on margin, and settlements to be made between them on differences in the market, rendered such contracts void as "wagering contracts," and unenforceable in an action by the brokers against the customer, although the customer's orders may in fact have been executed on the exchange by actual purchases from or sales to third persons, who dealt with the brokers as principals without any knowledge of the customer.—*Ware v. Pearsons*. U. S. Circuit Court of Appeals. 173 Fed. 878.

Damages for Delay in Completing Elevator.—The proper measure of damages of defendants would be the rental value of the building for such time as they were deprived of the use thereof after the contract date for completion thereof, and not the profits that would have been made during the time they were deprived of its use by failure of plaintiff to complete it within the time agreed upon, since, to determine such profits, it would be necessary to take into consideration the operation of the entire elevator plant; whereas plaintiff undertook to erect only portions of the plant, especially in the absence of evidence that defendants, at the time of plaintiff's contracts, had any contracts for the storing or handling of grain in the elevator when it should be completed, and that plaintiff contracted with knowledge or with reference thereto.—*J. T. Stark Grain Co. v. Harry Bros. Co.* Court of Civil Appeals of Texas. 122 S. W. 947.

Distribution of Cars.—It is a charter duty of railroads to provide cars, as well as tracks and locomotives and in the distribution of cars by an interstate railroad company among coal mines on a percentage basis in times of shortage of cars, private cars owned by shippers or consignees, which have no right upon the company's tracks except by virtue of its charter, must be considered as leased to it and as forming a part of its commercial equipment and while the owner is entitled to the exclusive use of such cars, they are to be counted against the mine as a part of its percentage in the distribution, and this even though the particular owner does only an intrastate business; the carrier having no right under the interstate commerce law to discriminate in favor of local commerce, as against interstate or foreign commerce. The same rule also applies to fuel cars of foreign railroad companies, sent to the mines to be loaded with coal and transported to their lines for their own use; the fact that they are also common carriers making no distinction between them and other consignees. But cars of the distributing carrier used for its own fuel supply which are loaded and delivered to it at the mine tipples, are not engaged in transporting a commodity in commerce, but in the operating service of the company, and not to be counted in its distribution of cars as a part of its commercial equipment, although they are to be counted in reduction of the percentage to which the mine loading them is entitled which is not based on its output as a producer of coal, but as a shipper and should be fixed by the quantity it offers for transportation in commerce.—*Chicago & A. R. Co. v. Interstate Commerce Commission*. U. S. Circuit Court, Northern District of Illinois. 173 Fed. 930.

Supply Trade

Anticipation isn't worth a hurrah in advertising. It's the realization of results that talk.

The only style worth the ad-writer's study and cultivation, is clearness, conciseness and to-the-point-ness.

John A. J. Shultz, President of the Shultz Belting Co., St. Louis, Mo., and of the Missouri Manufacturers' Association, died Dec. 24, 1909.

An inquiry is like a blackberry bush on a boundary line. Useless you give it your constant attention your neighbor is liable to get most of the fruit.

The Otto Gas Engine Works, Phila., Pa., tells us that one concern controlling a line of elevators has bought 150 Otto Engines during the past three years.

Finkbeiner, Turney Co., Freeport, Ill., are offering a course of lessons on the Internal Combustion Engine, which should be of benefit to all users of gasoline engines.

E. J. Kays has opened an office under the firm name of E. J. Kays Construction Co., at Oklahoma City, Okla., and will give special attention to elevator designing and construction.

How 4 Cars of Coal did the Work of 5 is the title of a folder being sent out by H. W. Johns-Manville Co., 100 William St., New York. It is full of facts and figures proving the economy of the use of asbestos.

The Reliance Construction Co., Indianapolis, Ind., has submitted to us a list of users of its automatic dump controllers in Illinois and Indiana. This company is to be congratulated on having so many users in these states.

The problem of proper desk illumination seems to have been solved by the H. W. Johns-Manville Co., 100 William St., New York, by their Linolite Desk Lamps. Its bulletin No. 2 fully describes the advantages of this lamp and will be sent upon request to any of our readers who are interested.

The directors of the National Gas and Gasoline Engine Trades' Ass'n have selected June 13, 14, 15 and 16 as the dates for the next meeting of the organization. This meeting will be held at the Sinton hotel in Cincinnati. Opposite the convention room on the top floor of the hotel, quarters have been secured for exhibition purposes and it is the intention of the association to make the exhibition feature more elaborate and beneficial than heretofore.

In *Parsons v. United States Express Co.*, the Supreme Court of Iowa on Dec. 15 decided that "The measure of a shipper's recovery for the injury to a machine in transportation by a carrier is the difference between its market value when delivered to the carrier and when it reached its destination;" and that "Where a carrier undertook in good faith to repair a machine injured in transit, the fact that the machine when tendered was in a condition which rendered it worthless for the purpose intended, but could, at a moderate expenditure, have been so repaired as to render it as useful as before the injury, the shipper is not justified in abandoning the machine or refusing to accept it; his remedy being an action for damages."

The New Era Gas Engine Co., Rayton, Ohio, has disposed of its Auto Cycle business and will hereafter devote all of its facilities to the manufacture of engines same as before it became interested in Auto Cycles.

Cobs

Flaxseed at \$2 per bu. has dollar wheat badly beaten.

The "Good Roads" speech of Senator Bankhead in Congress, Apr. 24, 1908, is being circulated as a public document. It contains facts and figures strongly supporting road improvement.

A time draft implies the granting of credit to the consignee, and upon accepting such a draft the consignee, as a general rule, is entitled to immediate possession of the bill and the goods.

Reduction of the duty on wheat and abolishment of the duty on corn is recommended by the official committee of Sweden which has sent a petition to parliament asking that such action be taken.

More corn will be bot by the Mexican government to be sold to the poor at cost to relieve famine conditions due to crop failure this season. The sum of 200,000 pesos was authorized in addition to the former appropriation, making a total to be expended of \$350,000 gold.

A grain dealer of Ohio whose elevator was burned thought it a fitting time to look for a better location and wrote to a prominent lawyer in Texas to find out what chance there would be for him in that part of the country. "I am a republican in politics and am an honest young grain dealer," he wrote. "If you are an honest grain dealer," came the reply, "you will have no competition, and if you are a republican the game laws will protect you."

Commission firms are at heavy expense in mailing their daily market information and would cut off some of those from whom they get no business if they knew the recipients had ceased to be interested in the markets; but hesitate to do so from fear of offending. A clever way to ascertain whether their "Red Letter" was valued was hit upon by J. F. Zahm & Co., who mailed correspondents a blank red sheet of the usual size without a line of print. Those who laid the envelope and contents aside without attempting to read it, of course, failed to discover the little card reading, "This is the day you drew a blank. We just wanted to see if you'd miss the 'Red Letter.' If you do, be a man and confess."

In the forthcoming census of agriculture a separate schedule will be filled out by farm operators for each of the 6 million farms, approximately, in the United States. The list of questions includes the following relative to grains and seeds: Number of acres, quantity produced and value of products harvested in 1909; and the number of acres to be planted for harvest in 1910, of corn, oats, common winter wheat, common spring wheat, durum or macaroni wheat, emmer or spelt, barley, buckwheat, rye, kafir corn and milo maize, rough rice, flaxseed, grass seed (acres planted in 1910 excepted), dry edible beans, dry peas, peanuts. For hay and forage the same inquiries are made as in the foregoing for timothy alone, timothy and clover, mixed clover alone, alfalfa, millet and Hungarian grass, other tame or cultivated grasses, wild, salt, or prairie grasses, grains cut green (give name), coarse forage (give name).

COLD AIR DRIERS

The ELLIS COLD AIR DRIER has passed the experimental stage. A large number of these machines are now running night and day WITH MORE THAN SATISFACTORY RESULTS.

☞ No steam power necessary; electricity or gas engines will operate them successfully.

☞ Moderate cost.

☞ Quick delivery.

☞ Can be installed in the elevator with little expense and with no additional charge of insurance.

The ELLIS DRIER CO.

747 Postal Telegraph Bldg.

CHICAGO

Feedstuffs

Under the Michigan law effective Jan. 1 all sacks of flour and mill products must be marked with the weight in figures not less than $\frac{1}{2}$ -inch in height, under penalty.

The stock feed, numbering 366 sacks, manufactured by the J. Lindsay Wells Co., Memphis, which was seized some time ago by a federal officer on a charge of misbranding, has been released.

J. W. Anderson, of Kansas City, has been appointed to represent the interests of the Nat'l Alfalfa Millers Ass'n at the meeting of feed control officials to be held in Washington Jan. 26.

"Concentrated commercial feedstuffs," are defined to be a mixture of dairy feeds, or stock and poultry feeds, or the mixture of the by-products of ground cereals, or mixed meals from seeds or grains, offered for sale and shall bear labels purchased from the state experiment station at Pullman, which shall be a guarantee of the number of pounds in the package, the guaranteed analysis showing the percentage of crude fat and crude protein contained therein, and the ingredients from which it is compounded.

No attention is being paid to the Washington feedstuffs law by the manufacturers of Spokane, Wash., in the belief that it does not apply to the sale of meals and flour exempted by law. The law went into effect Jan. 1, and requires every person or corporation selling feedstuffs to file with the director of the experiment station a duly certified certificate stating the manufacturer, name, brand or trademark, and the constituent parts of such feedstuffs, and the percentages of crude fat and crude protein it contains, and a guarantee.

At the meeting of the Michigan Millers Ass'n Jan. 19 D. E. Stott of Detroit said: "We need the widest markets possible in which to sell our feeds; we want as few restrictions in the sale of feeds as possible to protect the buyer. Different states legislate differently, and for these reasons it is necessary that millers keep posted. A uniform feedstuff law for all states is desirable. The feedstuff laws are on the statute books to stay. We must expect more, rather than less, stringent regulations. What we have to fear, however, is not reasonable legislation in the interest of farmers, but unreasonable and discriminatory regulations or useless annoyance."

Several of the state experiment stations find that corn and cob meal fed to steers has an equal feeding value of corn meal, counting the pounds included in the ground cobs, and that by grinding the corn and cob meal together from 12 to 14 pounds more food can be obtained from a bushel of corn than is obtained from a bushel of corn when the corn is shelled and used whole or shelled and ground. A food cooker can be used to great advantage in connection with feeding corn and cob meal to hogs. If it is made into the form of slop and then brought to the boiling point, after adding about 1 pound of oil meal or tankage to every 12 pounds of the grain mixture, a very palatable food will result.—Indiana Farmer.

If the legislators who will be responsible for the proposed "Uniform Feed Law" allow the toleration of adulteration in any way, the gigantic methods of robbing the consumer and horse through the medium of refuse by-product materials will continue to the detriment of the crushed feed industry. There is no middle course. It's a case of right and wrong—a law can be modified in its administration, but if a loophole is left for the gross adulterating methods that are being practiced to-day a remodeled law will be necessary to insure protection to the consumer. Consider the consumer; the manufacturer gets "justice" when the consumer is protected.—*Feed Knowledge.*

Noting from a recent issue of the Grain Dealers Journal, that there exists an American Feed Manufacturers Ass'n, we ask where the headquarters of this association are located. Being ourselves manufacturers of feed on a large scale, we of course are greatly interested to keep up with the progress in everything pertaining thereto.—Keever Starch Co., South Columbus, O. [Ans.: The American Feed Manufacturers Ass'n completed its organization May 24, 1909, with J. H. Genung of the American Hominy Co., Indianapolis, Ind., as pres., and W. R. Anderson of Milwaukee, Wis., as sec'y. About 50 of the largest firms making feeds are members. The annual dues are \$50, with special assessments not to exceed \$200 annually.—Ed.]

Alfalfa as a fit food for humans received a setback recently when an agricultural paper took a "fall" out of Wm. E. Curtis, the newspaper correspondent, alleging that certain statements made by him in an article appearing in a Chicago paper last summer are gross exaggerations. Referring to "gems" made from alfalfa the veracious correspondent said: "They are so tender and rich, when properly cooked, that they almost melt in the mouth. The most delicate muffins cannot compare with them. They are light, palatable and easily digestible." He adds that in the opinion of experts there is greater nutriment in alfalfa meal muffins than in beefsteak, bread and potatoes. The chief authority referred to by the newspaper writer was an alleged alfalfa club connected with Creighton University, a leading Catholic school of the west. Now the pres. of the school denies any knowledge of such a club in the school and in other respects the entire article is discredited.

Prior to the enactment of your feed laws, the temptation to the miller, the mixer and the feed dealer was so great, and the reward so bountiful that it is no wonder that frail man fell in front of the corncob, the rice hull, the peanut-hull, the corn stalk, the sweepings, the worthless screenings and the hundred and one items, so to speak, which aided in foisting upon the helpless consumer a worthless article which was misnamed, mis-branded and so doctored as to mislead the user to an extent which could be well classed as robbery. Even in this day we find apologists for this class of business. Some will say, in defense of the use of cob-meal, oat-clippings and other articles containing but little, if any food value, that it is fair to use it as a mixture in feed, provided it is so branded; that is to say, if notice is thus given that a constituent part is corn cob; then if one buys it, all well and good, and the mixer and seller should not be held to account.—J. Allen Smith.

Experiments by the Nebraska station show that corn and alfalfa are a much cheaper feed than corn alone. Jan. 1, 1909, 24 hay-fed range steers 2 years old were purchased on the South Omaha market at a cost of \$4.50 per hundred. They were divided into four well balanced groups, six in each, and started on corn meal, the amount being gradually increased until every steer was consuming twelve pounds per day, Feb. 4, the beginning of the experiment, at which time their cost was \$4.90 per hundred on experimental weights. At the end of sixteen weeks it was found that each steer in the group limited to twelve pounds of corn per day consumed an average of 17.2 pounds of alfalfa daily and made gains at the cost of \$6.95 per hundred. Those in group 2 consumed an average of 15.6 pounds of corn and 15.1 pounds of alfalfa per day, making gains at a cost of \$7.76 per hundred, while those in group 3 consumed an average of 18.8 pounds of corn and 8.73 pounds of alfalfa, and made gains at a cost of \$8.62 per hundred. Here was a difference of \$1.67 in favor of the lightest feed of corn, as compared with the heaviest, and it is quite probable that a feed of nine or ten pounds per day—half the regulation full feed—would have lessened the cost still more. In computing this cost of production, alfalfa was figured at \$7 and corn 60 cents per bushel, the average market price on an eastern Nebraska farm at that time. The average profit on the heavy corn ration was \$2.03 per steer; on the medium ration, \$4.48; and on the light ration, \$6.54, the selling price of the cattle being from \$1.15 to \$1.25 per hundred above cost price—a smaller margin than most feeders consider safe.

An attempt to count 1,000,000, kernels of wheat in 10 days caused Thomas Swartz of Seattle to become insane and he was committed to the asylum at Steilacoom. He had made a wager with several friends that he could perform the feat, but worry over the task brot on insomnia and later a complete mental breakdown.

Pellagra, according to a physician of De Soto parish, Louisiana, is caused by an infection carried by dogs. A recent case treated by him, which manifested all the symptoms of the newest American plague, was traced to the treatment by his patient of a sore mouth disease from which his dogs had suffered just prior to his own inoculation.

The following new members have been admitted to the Nat'l Hay Ass'n: Dennis & Pope, Baltimore; Burres & Gray Co., New Bern, N. C.; Frank E. Potter, Riverpoint, R. I.; Harroun Real Estate Co., St. Joseph, Mo.; W. H. Crozier Grn. Co., Nashville, Tenn.; Burton M. Stiteler, Johnstown, Pa.; and Thomas A. Sommers, Alexandria, Va.—J. Vining Taylor, sec'y-treas. N. H. A.

Uniform weights and measures all over the United States will receive attention at a national convention of city sealers, which, if the suggestion of City Sealer Kjellander of Chicago be carried out, will be held in Chicago in the near future. While the primary purpose of the convention will be to inaugurate a movement to compel manufacturers of foods in packages to print the net weight on each package the differences in various state standards also will be considered.

Screenings

Didn't Use a Safety.—While cutting corn on Saturday Charles Spencer cut his foot badly.—Trenton (Mo.) Times.

After standing pat on a big line of short wheat in a rising market no man could be expected to take much interest in editions de luxe or Y. M. C. A. gymnasiums.

First Track Bidder—"Why did you discount so heavy that car of corn you received yesterday from Shipper Jones?" Second Track Bidder—"It is the first shipment he made me and as I don't expect another I thought I had best soak him heavy the first time."

A Dakota line company agent was shipped a heater for the office and wrote back: "Dere Sirs: I received de stove alrite, but vy dond you send me no feet? Vat is the use of the stove ven he dond got no feet. You vant me to frozen to death? Now I tells you are darn fools and no good, and I send you back the stove tomorrow because you are so darn foolishness. P. S.—Since I rite dis I find my feet inside of the stove."

Finding two boys helping themselves to choice ears from his crib the owner of a grain elevator in Illinois hastened their exit by the toe of his boot. The following day he found the same boys loitering in the vicinity of his elevator. "What are you scamps hanging around here for? I told you yesterday what you'd get if I caught you on my premises again," he shouted. "Yes, sir; we remember," explained one. "We didn't come for corn this time. We came to ask you to join our football team."

Miss Wayuppe—It was my good fortune that my ancestors came over in the Mayflower. Miss Newrich—May flour! Why, my folks made their fortune in September wheat.

Judge W. T. Wallace of San Francisco was examining a candidate for admission to the bar. All questions had been satisfactorily answered and the lawyer to be had passed so brilliantly that Wallace decided to put a simple question to terminate the ordeal. Gazing benignly at the young man, he asked: "What is the liability of a common carrier?" The fledgling calmly eyed the judge and at last solemnly replied: "Your Honor, I must beg of you to withdraw the question. I did know the answer, but, unfortunately, I have forgotten." For a minute Wallace eyed the young man; then, turning to the lawyers who were grouped around him, remarked: "Gentlemen, this is a sad case; in fact, a calamity. The only living man who ever knew the liability of a common carrier has forgotten."

Imports and Exports of Beans.

Beans (including dried peas prior to July 1, 1909) amounting to 2,848,559 bus. were imported during the ten months prior to November 1, against 1,937,188 bus. during the corresponding period of 1908.

During the ten months we exported 243,548 bus. of beans and dried peas of domestic and 45,164 bus. of foreign origin; compared with 217,416 bus. of domestic and 33,863 bus. of foreign origin exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Annual Report of Millers National.

The annual report of the Millers National Insurance Co. shows it to have had a good year. According to Sec'y M. A. Reynolds the company saved its mutual policyholders 67½% on the basis of a cash premium. In fact, the mutual business was carried at less than cost after providing for the reinsurance reserve, required by law. Hence the mutual business contributed no part to the \$56,000 added to the surplus. This being due entirely to interest income from investments and profit on cash business done.

During the year the company suffered 414 losses amounting to \$491,998.

The company's receipts for 1909 amounted to \$917,813, which included premiums on cash policies, \$393,637; premiums on mutual policies, \$123,053; assessments, \$335,659; interest on investments, \$65,183.

The disbursements for the year included: losses, \$466,366; commissions and brokerage, \$44,794; salaries and fees, \$66,048; state, national and local taxes, \$13,720; return and reinsurance premiums, \$156,180.

The company's surplus over all liabilities, including notes and permanent fund, at the close of the year was \$5,574,335. Its cash assets amounted to \$1,638,117, of which \$1,314,213 was invested in bonds and stocks. Real estate mortgages, \$132,550; collateral loans, \$1,000; interest accrued on investments, \$25,529; cash on hand and in banks, \$96,800; premiums in course of collection, \$63,419.

The company's liabilities included: losses in course of adjustment, estimated, \$43,030; unearned premiums, \$340,687; guarantee deposits, \$247,287; accrued taxes, \$9,986; commissions on current business, \$10,445.

During the year the company increased the amount of its policies in force by over \$11,000,000, which surpasses all previous records, the total insurance in force Dec. 31st being \$57,844,713, of which \$31,654,509 was on the mutual plan. The amount in

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force on flour mills, elevators and contents, both cash and mutual, was \$37,754,124, while the insurance in force on general business, both cash and mutual, amounted to \$20,090,588.

During the past year the company was admitted to New York, it having been the first company to comply with the requirements of the new law of that state.

The policyholders will meet at the offices of the company tomorrow for the election of three directors.

Annual Statement of the Grain Dealers National.

The 7th Annual Statement of the Grain Dealers National Fire Insurance Co. shows that altho the company suffered 47 losses during the year, 23 of which were under \$1,000, it was able to increase the surplus to policyholders to \$1,275,448. Sec'y C. A. McCotter says that the permanent increase in business for 1909 was \$1,775,000, or a growth of 19%.

The losses during 1909 amounted to \$84,578, which was about \$12,000 less than for 1908. The loss ratio was 27.3% of a full premium; the expenses but 17%.

The company's cash assets amounted to \$138,029, of which \$54,700 was invested in first mortgage loans, \$41,000 in school and municipal bonds, \$27,963 cash in banks, interest accrued but not due \$1,696, assessments and premiums uncollected \$3,668.

At the annual meeting of the policyholders in Indianapolis, Jan. 19th, the following officers were re-elected for the ensuing year: Pres. H. N. Knight, Monticello, Ill.; Vice-Pres., J. W. McCord, Columbus, Ohio; Sec'y, C. A. McCotter, Indianapolis, Ind.; Treas., J. W. Sale, Bluffton, Ind.; Chairman of Ex. Com., A. E. Reynolds, Crawfordsville, Ind.; R. F. Cummings, Clifton, Ill.; Charles S. Clark, Chicago, Ill.; H. S. Grimes, Portsmouth, Ohio; Thos. A. Morrisson, Kokomo, Ind.; V. E. Butler, Heron Lake, Minn.

Annual Report of Michigan Millers Mutual.

The 28th annual report of the Michigan Millers Mutual Fire Insurance Co., according to Sec'y A. D. Baker, shows 1909 to be a very satisfactory year for the company, altho the net cash surplus was reduced from \$442,920 to \$407,463. The company gained considerable new business during the year with the result that the premium notes were increased over \$245,000, the insurance reserve over \$78,000, and the cash assets show a gain of \$26,000.

The reduction in the company's surplus was due to the fact that it paid the usual 60% dividend, notwithstanding its losses were the heaviest of any year in its history. The preceding year the company's net cash surplus was reduced about \$16,000. In other words, the surplus fund is used as a means to equalize the cost of insurance through the good and the bad years.

The company started the new year with assets amounting to \$3,030,076, which included premium notes to a net value of \$2,191,275.

The cash assets, which amounted to \$838,801, include cash in banks and office, \$269,882; first mortgage loans, \$142,630; premiums due, \$81,025; interest due and accrued, \$12,188; cash deposited with the treasurer of Manitoba, \$10,000; home office building, \$12,000; and the balance amounting to \$311,073 is invested in United States Government, school and municipal bonds.

The company paid 910 losses during the year, amounting to \$457,238; 818 of these losses aggregated but \$114,018. The losses in process of adjustment amounted to \$31,845.

The company now has a permanent fund of \$100,000 and its reinsurance reserve amounts to \$395,492.

Recently it has appointed John D. Cory & Co. as manager for its business in Chicago.

Annual Statement of Mill Owners Mutual.

Sec'y J. T. Sharp in issuing the 35th Annual Statement of the Mill Owners Mutual Fire Insurance Co. of Iowa, shows the company to be in its usual strong condition. Thirty-five years has proved that it is possible to reduce the cost of fire insurance on flour mills and grain elevators 50% if the properties are carefully selected and inspected at frequent intervals.

On Jan. 1 the company had insurance in force amounting to \$11,252,455. The face value of its deposit notes is \$1,694,968.

The company's receipts for the past year amount to \$277,909, which included premiums and assessments amounting to \$213,684, interest \$18,007, mortgage loans \$21,900.

During the year the company paid losses amounting to \$72,904, returned premiums amounting to \$32,862. Its expenses amounted to \$32,043. It added to its mortgage loans \$92,400 and closed the year with \$47,698 in the bank.

It started the new year with assets amounting to \$366,737, of which \$300,972 was invested in farm mortgages, \$8,153 was interest accrued but not due, \$9,912 was for premiums and assessments in course of collection. The company started the new year with one loss reported estimated at \$100 and losses resisted amounting to \$4,464. The company was quite fortunate for the year, the losses and expenses being about \$60,000 less than for the preceding year.

At the annual meeting of the policyholders in Des Moines, Jan. 19th, the following officers were elected: Pres., H. J. Benson; Vice-Pres., C. C. Dwight; Sec., J. T. Sharp; Treas., Arthur Reynolds. Board of Directors, C. C. Dwight, Albert Lee, Minn.; J. T. Sharp, Des Moines, Ia.; I. T. Shambaugh, Clarinda, Ia.; H. J. Benson, Union, Ia.; B. A. Lockwood, Des Moines, Ia.

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